

NEWSPAPER NOTICES

Notice of Study Commencement

Notice of Public Information Centre

Notice of Public Information Centre #2

Notice of Commencement of Transit Project Assessment Process

Notice of Completion

NOTICE OF STUDY COMMENCEMENT

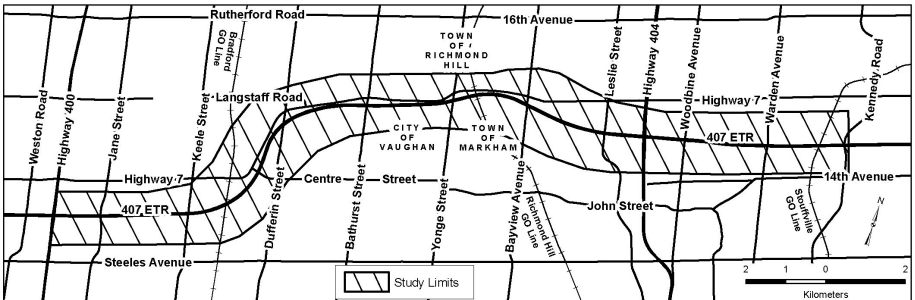
Highway 407 Transitway Regional Municipality of York

THE STUDY

The Ministry of Transportation (MTO) has initiated a planning and preliminary design study for a 23 km segment of a transitway facility along Highway 407 through York Region, from east of Highway 400 to Kennedy Road. This transitway segment includes transit stations and a maintenance and storage yard. Subject to the outcome of the study, the transitway will be implemented initially as a busway with the opportunity to convert to light rail transit (LRT) in the future.

This 23 km segment is the priority section of the 130 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Oshawa, with stations, parking and access connections.

The 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.



THE PROCESS

This study will follow the process for a Group "A" project in accordance with the Class Environmental Assessment for Provincial Transportation Facilities (MTO 2000). Delcan Corporation is leading the study on behalf of MTO. The study will include the preparation and submission of a Study Design Report (SDR) and a Transportation Environmental Study Report (TESR). As part of ongoing consultation activities, two public information centres (PICs) will be held, one during each stage of the study. Further notifications related to this study will be published in this newspaper.

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.

Please send any comments or requests to the following:

Robb H. Minnes
MTO Project Director
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5481
Fax: 416-235-4002
E-mail: robb.minnes@ontario.ca

George Ivanoff
MTO Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office
3rd Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5548
Fax: 416-235-3446
E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel.: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@delcan.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
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

NOTICE OF PUBLIC INFORMATION CENTRE

407 TRANSITWAY

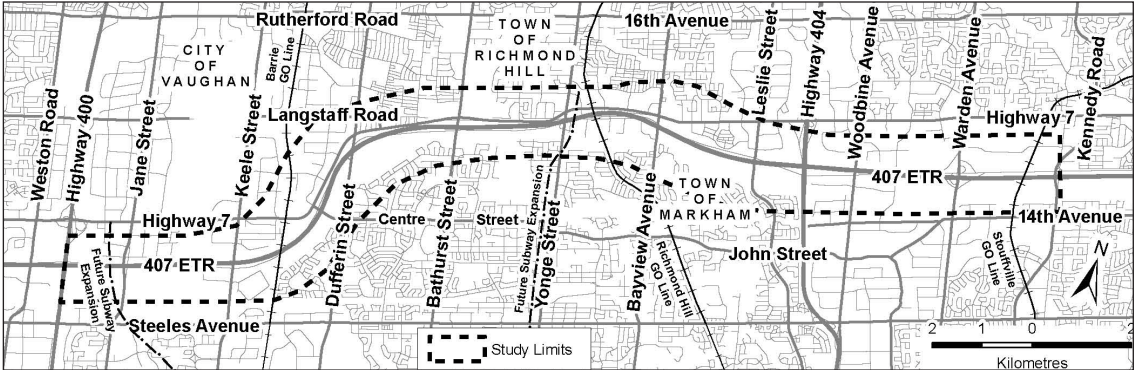
Highway 400 to Kennedy Road

GWP 252-96-00

THE STUDY

The Ministry of Transportation (MTO) has initiated a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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 23 km segment is the priority section 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

MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment process as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008. The pre-planning activities include planning and preliminary design for the 407 Transitway. The Notice of Commencement for the formal Transit Project Assessment process, future PICs and release of study documentation will be published in local newspapers.

PUBLIC INFORMATION CENTRE

The first Public Information Centre (PIC) will be held in two different locations:

Date: May 26, 2009
Time: 4:00 p.m. to 8:00 p.m.
Location: Black Creek Pioneer Village
1000 Murray Ross Parkway, Toronto

Date: May 28, 2009
Time: 4:00 p.m. to 8:00 p.m.
Location: Premiere Ballroom & Convention Centre
9019 Leslie Street, Richmond Hill

The PIC will consist of an informal drop-in centre. The results of the planning phase will be displayed including information on past studies, need and justification, existing conditions, objectives, station sites and route alternatives, and the technically preferred station and route alternative. 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.

Please send any comments or requests to the following:

Robb H. Minnes
MTO Project Director
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5481 Fax: 416-235-4002
E-mail: robb.minnes@ontario.ca

George Ivanoff
MTO Senior Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office
3rd Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5548 Fax: 416-235-3446
E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel.: 905-943-0505 Fax: 905-943-0400
E-mail: k.eldalati@delcan.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 Fax: 905-833-1255
E-mail: gkauffman@lgl.com



NOTICE OF PUBLIC INFORMATION CENTRE

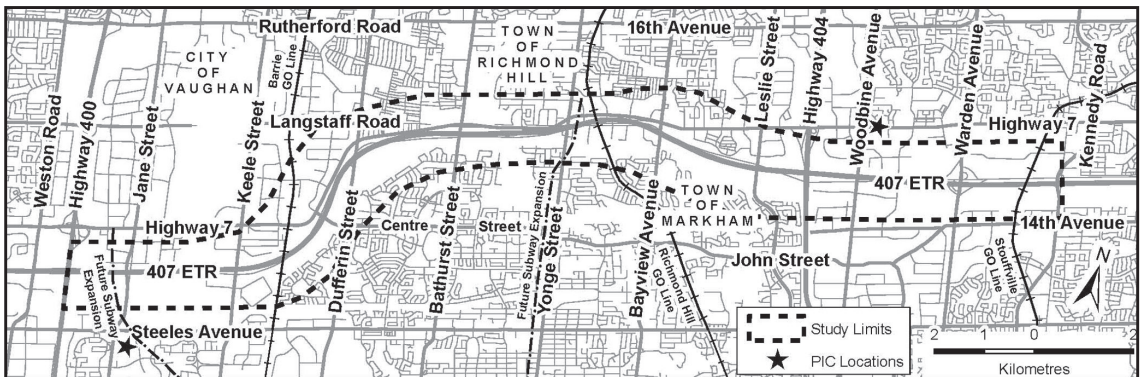
407 TRANSITWAY

Highway 400 to Kennedy Road GWP 252-96-00

THE STUDY

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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 23 km segment is the priority section 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

MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment Process as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008. The pre-planning activities include planning and preliminary design for the 407 Transitway. The Notice of Commencement for the formal Transit Project Assessment Process and future notices will be published in local newspapers.

A Public Information Centre (PIC) was held on May 26 and 28, 2009. It presented information on past studies, need and justification, existing conditions, study objectives, station sites and route alternatives, and the technically preferred station sites and route alternative to the public.

PUBLIC INFORMATION CENTRE

The Public Information Centre (PIC) will be held in two different locations:

Date: June 24, 2010
Time: 4:00 p.m. to 8:00 p.m.
Location: Delta Markham Hotel
 50 East Valhalla Drive, Markham

Date: June 29, 2010
Time: 4:00 p.m. to 8:00 p.m.
Location: Black Creek Pioneer Village
 1000 Murray Ross Parkway, Toronto

The PIC will consist of an informal drop-in centre. Presentation on the project will be made at 5:00 p.m. and 7:00 p.m. The technically preferred 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. Please visit the project website at www.lgl.ca/407Transitway for any project updates.

Please send any comments or requests to the following:

Robb H. Minnes
 Project Manager
 Ministry of Transportation, Central Region
 Highway Engineering, Toronto/Durham
 4th Floor, Building D, 1201 Wilson Avenue
 Toronto, Ontario, M3M 1J8
 Tel.: 416-235-5481
 Fax: 416-235-3576
 E-mail: robb.minnes@ontario.ca

George Ivanoff
 Senior Environmental Planner
 Ministry of Transportation, Central Region
 Planning and Environmental Office
 3rd Floor, Building D, 1201 Wilson Avenue
 Toronto, Ontario, M3M 1J8
 Tel.: 416-235-5548
 Fax: 416-235-3446
 E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
 Consultant Project Manager
 Delcan Corporation
 625 Cochrane Drive, Suite 500
 Markham, Ontario, L3R 9R9
 Tel.: 905-943-0505
 Fax: 905-943-0400
 E-mail: k.eldalati@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

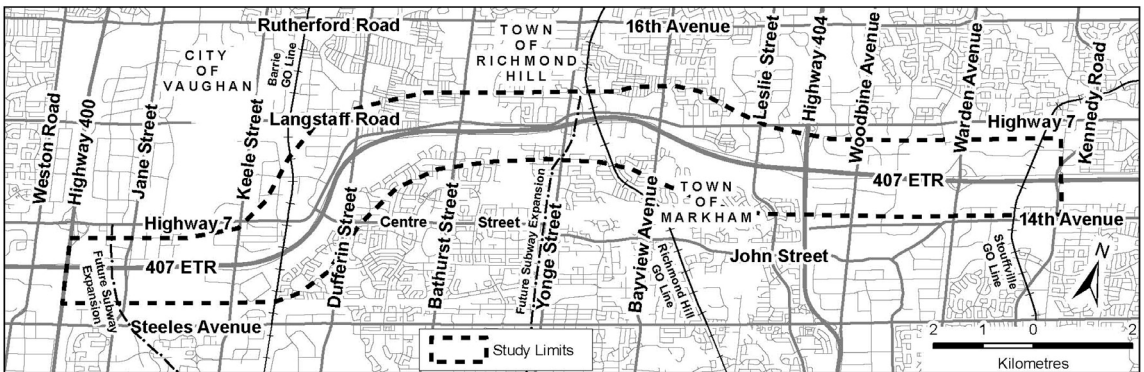
NOTICE OF COMMENCEMENT OF TRANSIT PROJECT ASSESSMENT PROCESS

407 Transitway From East of Highway 400 to Kennedy Road Ontario Ministry of Transportation

THE PROJECT

The Ministry of Transportation (MTO) is proposing a 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes seven stations and an operations, maintenance and storage facility. 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 23 km segment is the priority section 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

This study was initiated as a Group 'A' project following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). With this Notice of Commencement, the study is being transitioned to the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, *Transit Projects and Greater Toronto Transportation Authority Undertakings*. As part of the Transit Project Assessment Process, an Environmental Project Report is being prepared for release within 120 days. Information produced as part of this study will be available at www.lgl.ca/407Transitway.

CONSULTATION

Members of the public, agencies and other interested persons are encouraged to participate actively in the Transit Project Assessment Process by contacting the staff listed below directly or by submitting information, comments or questions via the project's website.

Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5481
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George Ivanoff
Senior Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office
3rd Floor, Building D, 1201 Wilson Avenue
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Tel.: 416-235-5548
Fax: 416-235-3446
E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel.: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@delcan.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
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

First Published on August 26, 2010.

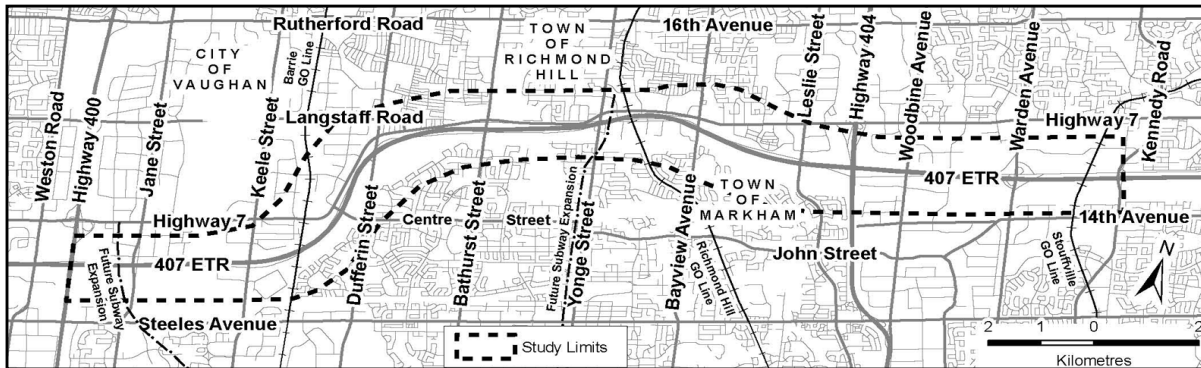
NOTICE OF COMPLETION OF ENVIRONMENTAL PROJECT REPORT

407 TRANSITWAY FROM HIGHWAY 400 TO KENNEDY ROAD MINISTRY OF TRANSPORTATION

THE PROJECT

The Ministry of Transportation has completed an Environmental Project Report in accordance with Ontario Regulation 231/08 (Transit Projects Regulation) for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes the runningway, seven stations including Jane Station, GO Barrie (Concord) Station, Bathurst Station, Yonge Station, Leslie Station, Rodick/Woodbine Station and Kennedy Station, and an operations, maintenance and storage facility located west of Jane Street. The 407 Transitway is planned to be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 23 km segment is the priority section 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 was assessed and an Environmental Project Report prepared according to the transit project assessment process as prescribed in Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings. The Environmental Project Report for the 407 Transitway is now available for a 30-day review period starting **December 23, 2010** at the following locations:

Ministry of the Environment
Environmental Assessment and Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario, M4V 1L5
Tel.: 416-314-8001 or 1-800-461-6290
Monday – Friday: 8:30 a.m. - 5:00 p.m.

Ministry of Transportation
Central Region
Planning and Environmental Office
3rd Floor, Building D
1201 Wilson Avenue
Downsview, Ontario, M3M 1J8
Monday - Friday: 8:30 a.m. - 4:30 p.m.

Town of Richmond Hill
Town Hall
225 East Beaver Creek Road
Richmond Hill, Ontario, L4B 3P4
Monday - Friday: 8:30 a.m. - 4:30 p.m.

Ministry of the Environment
Central Region Office
5775 Yonge Street, 8th Floor
North York, Ontario, M2M 4J1
Tel.: 416-326-6700 or 1-800-810-8048
Monday – Friday: 8:30 a.m. - 5:00 p.m.

City of Vaughan
Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1
Monday - Friday: 8:30 a.m. - 4:30 p.m.

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

The Environmental Project Report is also available for download at www.lgl.ca/407Transitway.

Interested persons are encouraged to review this document and provide comments by **January 24, 2011**. Comments and concerns may be directed to the project contacts listed below:

Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5481
Fax: 416-235-3576
E-mail: robb.minnes@ontario.ca

George Ivanoff
Senior Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office
3rd Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel.: 416-235-5548
Fax: 416-235-3446
E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
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Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel.: 905-943-0505
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Tel.: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.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 project, you can provide a written submission to the Minister of the Environment with a copy to the Environmental Assessment and Approval Branch no later than **January 24, 2011**. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance or Aboriginal rights.

Minister of the Environment
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto, Ontario, M7A 2T5
Fax: 416-314-7337
E-mail: Minister.moe@ontario.ca

Lorna Zappone, Project Officer
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario, M4V 1L5
Attention: Lorna Zappone, Project Officer
Tel.: 416-314-8001
Toll-free: 1-800-461-6290
Fax: 416-314-8452
E-mail: eaabgen.moe@ontario.ca

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

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

First Published on December 23, 2010.

AGENCY AND FIRST NATION CORRESPONDENCES

Initial Contact Letter

PIC #1 Invitation Letter

PIC #2 Invitation Letter

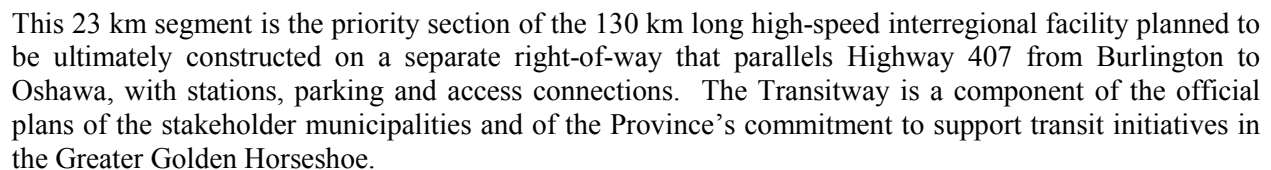
TPAP Commencement Letter

Draft EPR Submission Letter

Final EPR Submission Letter

Dear «Title» «LastName»:

The Ministry of Transportation (MTO) has initiated a planning and preliminary design study for a 23 km segment of a transitway facility along Highway 407 through York Region, from east of Highway 400 to Kennedy Road. This transitway segment includes transit stations, operations centre and a maintenance, and storage yard. Subject to the outcome of this study, the transitway will be implemented initially as a busway with the opportunity to convert to light rail transit (LRT) in the future. The study area is presented below.



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 includes any description of existing conditions or sensitivities within the study area, issues or concerns that your organization may have, and any approval requirements that may be necessary.

This study will follow the EA process for a Group “A” project in accordance with the Class Environmental Assessment (EA) for Provincial Transportation Facilities (MTO 2000). Delcan Corporation is leading the study on behalf of MTO. The EA will include the preparation and release of a Study Design Report (SDR) at the end of the planning phase and a Transportation Environmental Study Report (TESR) at the completion of this project. As part of ongoing consultation activities, two public information centres (PICs) will be held, one during each stage of the study. Further notifications related to this study will be sent to the person(s) indicated on the attached form.

Please complete the attached form and return it to my attention. We respectfully request a response by August 6, 2007. Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Director
Olga Garces, MTO Project Manager
George Ivanoff, MTO Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

Attach

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

«Title» «FirstName» «LastName»

«JobTitle»

«Company»

«Address1»

«Address2»

«City», «Province»

«PostalCode»

Update contact information if necessary

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
Hon.	Susan	Kadis	M.P. Thornhill	Constituency Office	7670 Yonge Street, Unit 10		Thornhill	Ontario	L4J 1W1	613-392-3038	613-392-2241
Hon.	Bryon	Wilfert	M.P. Richmond Hill	Constituency Office	231- 225 East Beaver Creek Road		Richmond Hill	Ontario	L4B 3P4	905-709-5905	905-709-5908
Hon.	John	McCallum	M.P. Markham-Unionville	Constituency Office	7750 Birchmount Road, Unit 21-22		Markham	Ontario	L3R 0B4	905-479-8100	905-479-3440
Hon.	Michael	Chan	M.P.P. Markham	Constituency Office	450 Alden Road, Unit 5		Markham	Ontario	L3R 5H4	905-305-1935	905-305-1938
Hon.	Mario G.	Racco	M.P.P. Thornhill	Constituency Office	204 – 7330 Yonge Street		Thornhill	Ontario	L4J 7Y7	905-731-8462	905-731-2984
Hon.	Greg	Sorbara	M.P.P. Vaughan-King-Aurora	Constituency Office	Unit AU8 – 140 Woodbridge Avenue		Woodbridge	Ontario	L4L 4K9	905-851-0440	905-851-0210
Ms.	Cindy	Latendresse	Administrator	Fisheries and Oceans Canada – Ontario Great Lakes Area	P.O. Box 85060, 3027 Harvester Road, Suite 304		Burlington	Ontario	L7R 4K3	905-639-0188	
Ms.	Louise	Knox	Director, Ontario Region	Canadian Environmental Assessment Agency	Ontario Regional Office	55 St. Clair Avenue, Suite 907	Toronto	Ontario	M4T 1M2	416-952-1575	416-952-1573
Mr.	Bill	Aird	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency		Jules Léger 15 Eddy Street	Gatineau	Quebec	K1A 0N9	819-953-9924	819-953-8353
Mr.	Ludovic	D’Souza	Senior Analyst	Transport Canada	Coordination and Policy Advice	Suite 300, 4900 Yonge Street	North York	Ontario	M2N 6A5	416-952-0170	

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
Mr.	Robin	Aitken	Chief Negotiator	Indian and Northern Affairs Canada, Comprehensive Claims	10 Wellington Street		Gatineau	Quebec	K1A 0H4	1-800-567-9604	
Mr.	Steve	Johnston	Director, Administrative Services	Indian and Northern Affairs Canada, Litigation Management and Resolution Branch	10 Wellington Street	Room 1305	Gatineau	Quebec	K1A 0H4	819-994-1011	819-997-0018
Ms.	Kitty	Ma	Regional Environmental Assessment Coordinator	Health Canada	180 Queen Street West		Toronto	Ontario	M5V 3L7	416-954-2206	416-952-0102
Ms.	Basile	van Havre	A/Regional Director General – Ontario	Environment Canada	4905 Dufferin Street		Toronto	Ontario	M3H 5T4	416-739-4666	416-739-4691
Mr.	William	Gerrard	Heritage Conservation Advisor	Ministry of Culture	Heritage Policy and Program Development	5 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7130	Mr.
Mr.	Malcolm	Horne	Heritage Planner/Archaeologist	Ministry of Culture	Heritage Operations	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7146	
Mr.	Rob	Glaister	Manager, Economic Development Analysis Unit	Ministry of Economic Development and Trade	Hearst Block	6 th Floor, 900 Bay Street,	Toronto	Ontario	M7A 2E1	416-325-8986	416-325-6825
Mr.	Darren	Cooney	Policy and Issues Analyst	Ministry of Government Services	Whitney Block	5 th Floor, Room 5320, 99	Toronto	Ontario	M7A 1A1	416-325-8845	416-325-1612

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
						Wellesley Street West					
Mr.	Tony	Vander Voet	Director	Ministry of Research and Innovation	Innovation Policy and ORIC Secretariat Branch	11 th Floor, 56 Wellesley Street West	Toronto	Ontario	M7A 2E7	416-314-1163	416-326-9654
Mr.	Mark	Vandennoort	Information Officer	Ministry of Health and Long Term Care	Planning and Issues Management	6 th Floor, 5700 Yonge Street	Toronto	Ontario	M2M 4K5	416-327-9196	
Ms.	Audrey	Bennett	Director	Ministry of Municipal Affairs and Housing	Provincial Planning & Environmental Services Branch	14 th Floor, 77 Bay Street	Toronto	Ontario	M5G 2E5	416-585-6072	
Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources	50 Bloomington Road West		Aurora	Ontario	L4G 3G8	905-713-7390	
Ms.	Tija	Dirks	Director	Ministry of Infrastructure and Renewal	Growth Policy, Planning and Analysis Branch	4 th Floor, Suite 425, 777 Bay Street	Toronto	Ontario	M5G 2E5	416-325-1546	416-32574 03
Ms.	Donna	Mundie	Land Use Policy Specialist, Resources	Ministry of Agriculture, Food and Rural Affairs	Agricultural Land Use	1 Stone Road	Guelph	Ontario	N1G 4Y1	519-826-3120	
Ms.	Caroline	Woodland	Director	Toronto Region Conservation Authority	Development Planning and Regulation	5 Shoreham Drive	Downsview	Ontario	M3N 1S4	416-661-6600	416-661-6898
Mr.	Bill	Kiru	Manager	Toronto Region Conservation Authority	Development Planning and Regulation	5 Shoreham Drive	Downsview	Ontario	M3N 1S4	416-661-6600	416-661-6898
Mr.	Alex	Lye	Manager, Environmental Assessment	Management Board of Cabinet, Ontario Realty Corporation	Asset Review	Ferguson Block, 11 th Floor, 77 Wellesley St. W	Toronto	Ontario	M7A 2G3	416-326-8229	Mr.

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
Ms.	Nancy	Reid	Planning Coordinator	Management Board of Cabinet, Ontario Realty Corporation	Portfolio Strategy & Asset Management	Ferguson Block, 11 th Floor, 77 Wellesley St. W	Toronto	Ontario	M7A 1N3		Ms.
Mr.	Surinder	Singh Gill	Policy Advisor	Ontario Secretariat for Aboriginal Affairs	Policy and Relationships Branch	4 th Floor, 720 Bay Street	Toronto	Ontario	M5G 2K1	416-314-6781	
Ms.	Lori	Byers	Environmental Assessment & Planning Coordinator	Ministry of the Environment, Air Pesticides & Environmental Planning	9 th Floor	5775 Yonge Street	Toronto	Ontario	M2M 4J1	416-326-5745	Ms.
Mr.	Shawn	Carey	EA Coordinator	Ministry of the Environment, Central Region Office	Air Pesticides and Environmental Planning	Place Nouveau, 9 th Floor, 5775 Yonge Street	Toronto	Ontario	M2M 4J1	416-326-4886	
Mr.	Bruce	Macgregor	C.A.O.	Region of York		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	
Mr.	Bryan	Tuckey	Commissioner of Planning and Development Services	Region of York		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	
	Loy	Cheah	Manager	Region of York	Transportation Planning	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Mr.	Norm	Barrette	Director of Operations York Region EMS	Region of York		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-830-4444 ext 4146	

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
Chief	Armand	La Barge		York Regional Police		17250 Yonge Street	Newmarket	Ontario	L3Y 4W5	1-866-876-5423	
Mr.	Michael	DeAngelis	City Manager	City of Vaughan			Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8290	
Mr.	Paul	Robinson	Senior Planning	City of Vaughan	Policy Planning Development	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585	905-832-8545
Mr.	Michael	Won	Director of Development/ Transportation Engineering	City of Vaughan	Engineering and Public Works	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8525	
Mr.	Gregory R.	Senay	Fire Chief	City of Vaughan	2141 Major Mackenzie Drive		Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8413	
	J.	Anderton	C.A.O.	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-2505	905-771-2406
	A.	Bassios	Commissioner of Planning and Development	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-8910	905-771-2404
	I.	Brutto	Commissioner of Engineering and Public Works	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-8830	905-771-2405
Mr.	Shane	Baker	Fire Chief	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5		
Mr.	John	Livey	C.A.O.	Town of Markham	101 Town Centre		Markham	Ontario	L3R 9W3	905-	

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
					Boulevard					479-7755	
Ms.	Valerie	Shuttleworth	Director	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 2142	
Mr.	Don	Maclean	Fire Chief	Town of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	
Ms.	Shirley	Hoy	City Manager	City of Toronto	11 th Floor, 100 Queen Street West		Toronto	Ontario	M5H 2N2	416-392-3551	
Mr.	Ted	Tyndorf	Chief Planner & Executive Director	City of Toronto	12 th Floor E. 100 Queen Street West		Toronto	Ontario	M5H 2N2	416-392-8772	416-392-8115
Mr.	Rod	McPhail	Director	City of Toronto	Transportation Planning	22 nd Floor, 55 John Street	Toronto	Ontario	M5V 3C6	416-392-8100	416-392-3821
Mr.	Adam	Giambrone	TTC Chair	Toronto Transit Commission	1900 Yonge Street		Toronto	Ontario	M4S 1Z2		
Mr.	Mike	Sone		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	416-869-3600 ext 5402	
Mr.	William B.	Grodzinski	Divisional Commander	Ontario Provincial Police	Highway Safety Division	100 Bloomington Road West	Aurora	Ontario	L4G 6J8	905-841-5777	905-841-7888
Mr.	Bruce K.	Farr	Chief/General Manager	Toronto EMS	4330 Dufferin Street		Toronto	Ontario	M3H 5R9	416-392-2000	416-392-2115
Mr.	William A	Stewart	Fire Chief	Toronto Fire	4330 Dufferin		Toronto	Ontario	M3H 5R9	416-	416-

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
				Services	Street					338-9050	3389494
Ms.	Caroline	Taylor		Canadian Pacific Railway	1290 Central Parkway West		Mississauga	Ontario	L5C 4R3	905-803-3428	
Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905-264-5225	
Mr.	Jean-Luc	Bernard	Director of Education	Conseil scolaire de district de Centre Sud-Ouest	116 Conelius Parkway		North York	Ontario	M6L 2K5	416-614-0844	416-397-2012
Mr.	Bernard	Lavallée	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416-397-6564	416-397-6576
Ms.	Susan	LaRosa	Director of Education and Secretary of the Board	York Catholic District School Board	Catholic Education Centre	320 Bloomington Road West	Aurora	Ontario	L4G 3G8	905-713-1211 ext 3000	905-713-1272
Mr.	Bill	Hogarth	Director of Education	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.	Peter	Campitelli	President	Vaughan Chamber of Commerce	160 Applewood Crescent, Unit 32		Vaughan	Ontario	L4K 4H2	905-761-1366	905-761-1918
Mr.	Brian	McCormick	Head of Environmental Studies & Approvals	Hydro One	483 Bay Street	14 th Floor	Toronto	Ontario	M5G 2P5	905-944-3200	
Mr.	Frank	Cholewa		Enbridge Gas	500 Elgin Mills Road East		Richmond Hill	Ontario	L4C 5G1	416-495-5946	

External Agency and Stakeholder Contact List for Initial Contact Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax
Mr.	John	Blakely	Assisstant ROW Analyst	Enbridge Pipe Line	801 Upper Canada Drive	P.O. Box 128	Sarnia	Ontario	N7T 7H8		
Mr.	Bradey	McCormick	Team Manager, Planning Department	Rogers Cable	855 York Mills Road		Toronto	Ontario	M3B 1Z1	416-446-7072	
Mr.	Don	Bell	Director	TransCanada Pipelines	Mainline East	8 th Floor, 55 Yonge Street	Toronto	Ontario	M5E 1J4	416-869-2191	416-869-2119
Mr.	Satish	Kumar	Coordinator of Crossings and Facilities	Trans-Northern Pipeline	45 Vogell Road	Suite 310	Richmond Hill	Ontario	L4B 3P6	905-770-3353 x211	
Ms.	Wendy	Lefebvre	Implementation Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Ted	Wojcinski	Director, Engineering Planning	Power Stream Inc.	8100 Warden Avenue	P.O. Box 4100	Markham	Ontario	L3R 8H7	905-477-3810	905-513-4134

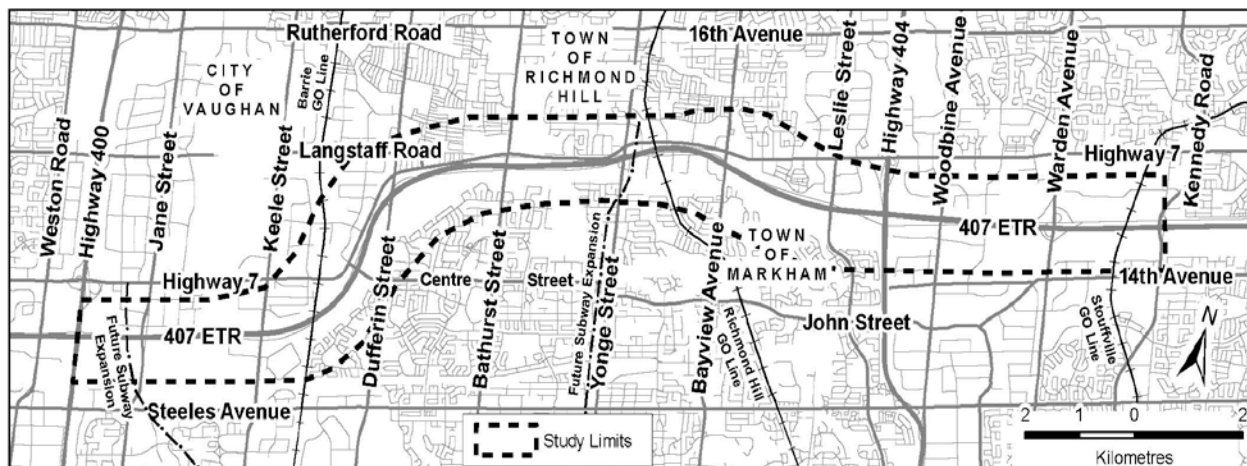
May 20, 2009

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

Dear «Title» «LastName»:

Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Planning and Preliminary Design Study

The Ministry of Transportation (MTO) has initiated a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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. The study area is presented below.



This 23 km segment is the priority section 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. Delcan Corporation is leading the study with support from IBI Group on behalf of MTO. LGL Limited is providing environmental design and planning services.

«Title» «FirstName» «LastName»

«Company»

Page 2

Currently, MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment Process as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008 (Transit Projects Regulation).

The purpose of this letter is to inform you of our first Public Information Centre (PIC). The PIC will be held in two different locations:

Date: May 26, 2009

Time: 4:00 p.m. to 8:00 p.m.

**Location: Black Creek Pioneer Village
1000 Murray Ross Parkway, Toronto**

Date: May 28, 2009

Time: 4:00 p.m. to 8:00 p.m.

**Location: Premiere Ballroom
9019 Leslie Street, Richmond Hill**

The purpose of the PIC is to present information on past studies, need and justification, existing conditions, objectives, station sites and route alternatives, and the technically preferred station and route alternative where determined at this stage. MTO staff and their consultants will be on hand to answer any questions and to receive your input. You are cordially invited to attend the PIC to receive further information and provide input on this project.

The Transit Project Assessment process will include the preparation and release of an Environmental Project Report (EPR) at the end of the preliminary design phase. The Notice of Commencement for the formal Transit Project Assessment process, future PICs and release of study documentation will be published in local newspapers and a copy will be mail to you.

Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Director
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

External Agency and Stakeholder Contact List for PIC's Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Hon.	Peter	Kent	M.P. Thornhill	Constituency Office	7600 Yonge Street, Unit 10		Thornhill	Ontario	L4J 1V9	905-886-9911	905-886-5267
Hon.	Bryon	Wilfert	M.P. Richmond Hill	Constituency Office	231- 225 East Beaver Creek Road		Richmond Hill	Ontario	L4B 3P4	905-709-5905	905-709-5908
Hon.	John	McCallum	M.P. Markham-Unionville	Constituency Office	7750 Birchmount Road, Unit 21-22		Markham	Ontario	L3R 0B4	905-479-8100	905-479-3440
Hon.	Michael	Chan	M.P.P. Markham	Constituency Office	450 Alden Road, Unit 5		Markham	Ontario	L3R 5H4	905-305-1935	905-305-1938
Hon.	Peter	Shurman	M.P.P. Thornhill	Constituency Office	203 – 7368 Yonge Street		Thornhill	Ontario	L4J 8H9	416-325-1415	905-731-2984
Hon.	Greg	Sorbara	M.P.P. Vaughan	Constituency Office	Unit AU8 – 140 Woodbridge Avenue		Woodbridge	Ontario	L4L 4K9	905-851-0440	905-851-0210
Mr.	Luc	Fortin	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency		Jules Léger 15 Eddy Street	Gatineau	Quebec	K1A 0N9	819-953-9924	819-953-8353
Mr.	Glenn	Gilbert	Manager, Environment Unit, Lands and Trusts Services	Indian and Northern Affairs Canada	25 St. Clair Avenue East, 8 th Floor		Toronto	Ontario	M4T 1M2	416-973-2131	416-954-4328
Mr.	Alan	Kary	Deputy Director	Ministry of Aboriginal Affairs	Policy and Relationships Branch	720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1	416-326-4741	416-326-4017

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Chief	Tracy	Gauthier		Mississaugas of Scugog Island		22521 Island Road	Port Perry	Ontario	L9L 1B6	905-985-3337	905-985-8828
Mr.	Gregg	Dahl	Senior Policy Analyst	Office of the Federal Interlocutor for Métis and non-status Indians	66 Slater Street, Room 1218		Ottawa	Ontario	K1A 0H4	613-992-3705	613-996-1737
Ms.	Katherine	Cappella	Archaeology Review Officer	Ministry of Culture	Culture Programs Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7143	416-314-7175
Mr.	Chris	Junker-Andersen	Heritage Planner	Ministry of Culture	Culture Services Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7159	416-212-1802
Ms.	Janet	Lo	Senior Associate	Ministry of Energy and Infrastructure	777 Bay Street	4 th Floor	Toronto	Ontario	M5G 2E5	416-325-1574	416-325-7403
Ms.	Alejandra	Gonzalez		Ministry of Municipal Affairs and Housing	Municipal Services Office - Central Region	2 nd Floor, 777 Bay Street	Toronto	Ontario	M5G 2E5	416-585-6564	416-585-6882
Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources	50 Bloomington Road West		Aurora	Ontario	L4G 3G8	905-713-7390	
Ms.	Suzanne	Bevan	Environmental Planner	Toronto Region Conservation Authority		5 Shoreham Drive	Downsview	Ontario	M3N 1S4	416-661-6600 ext.5759	416-661-6898
Mr.	Trevor	Bingler	Manager, Growth Policy	Ministry of Infrastructure and	Growth Policy,	4 th Floor, Suite 425,	Toronto	Ontario	M5G 2E5	416-325-	416-325-

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
				Renewal	Planning and Analysis Branch	777 Bay Street				5794	7403
Ms.	Jordan	Erasmus	Planner	Ontario Realty Corporation	Planning, Professional Services	1 Dundas Street West, Suite 2000	Toronto	Ontario	M5G 2L5	416-327-8018	416-212-1131
Ms.	Solange	Desautels	Senior Project Coordinator	Ministry of the Environment, Environmental Assessment and Approvals Branch		2 St. Clair Avenue West	Toronto	Ontario	M4V 1L5	416-314-8360	416-314-8452
Ms.	Dorothy	Moszynski	EA and Planning Coordinator	Ministry of the Environment, Central Region Office	9 th Floor	5775 Yonge Street	Toronto	Ontario	M2M 4J1	416-326-5745	
Ms.	Julia	Salvini	Senior Advisor	Metrolinx	Transportation Policy & Planning	20 Bay Street, Suite 901	Toronto	Ontario	M5J 2N8	416-874-5921	416-874-5901
Mr.	Paul	May	Director, Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5029	
Mr.	Steve	Mota	Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5056	
Mr.	Bryan	Tuckey	Commissioner of Planning and	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Development Services								
	Loy	Cheah	Manager	York Region	Transportation Planning	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5024	
Ms.	Susan	Wood	Manager of Operations	York Region	York EMS	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	905-895-5143
Chief	Armand	La Barge		York Regional Police		17250 Yonge Street	Newmarket	Ontario	L3Y 4W5	1-866-876-5423	
Ms.	Irene	McNeil	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282	905-762-2113
Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Sabbir	Saiyed	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Michael	DeAngelis	City Manager	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8290	
Ms.	Sandra Yeung	Racco	Ward 4 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8342	905-832-8578
Mr.	Alan	Shefman	Ward 5 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major	Vaughan	Ontario	L6A 1T1		

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstNa me	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
						Mackenzi e Drive					
Mr.	Andrew	Pearce	Director, Development/ Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzi e Drive	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8255	
Mr.	Michael	Frieri	Development/ Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzi e Drive	Vaughan	Ontario	L6A 1T1		
Ms.	Selma	Hubjer	Transportation Engineer	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzi e Drive	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8674	
Mr.	Bill	Robinson	Commissioner of Engineering & Public Works	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzi e Drive	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8247	
Mr.	Wayne	McEachern	Manager of Policy Planning/Urba n Design	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzi e Drive	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8026	905- 832- 6080
Mr.	Gregory R.	Senay	Fire Chief	City of Vaughan	2141 Major Mackenzie Drive		Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8413	
	J.	Anderton	C.A.O.	Town of Richmond Hill	P.O. Box 300	225 East Beaver	Richmond Hill	Ontario	L4C 4Y5	905- 771-	905- 771-

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
						Creek Road				2505	2406
Mr.	Nick	Papa	Councillor, Ward 5	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-2510	905-771-2500
Mr.	Godwin	Chan	Councillor, Ward 6	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-2509	905-771-2500
	A.	Bassios	Commissioner of Planning and Development	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-8910	905-771-2404
Mr.	Marcel	Lanteigne	Manager of Transportation and Site Plans	Town of Richmond Hill	Engineering and Public Works Department	P.O. Box 300, 225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5	905-771-5448 ext. 2456	5
Mr.	Shane	Baker	Fire Chief	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4C 4Y5		
Mr.	John	Livey	C.A.O.	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7755	
Ms.	Valerie	Burke	Ward 1 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7747	
Ms.	Erin	Shapero	Ward 2 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7756	

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Joseph	Virgilio	Ward 3 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7749	
Mr.	Dan	Horchik	Ward 6 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7758	
Mr.	Alex	Chiu	Ward 8 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7752	
Mr.	Alan	Brown	Director of Engineering	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-415-7507	905-479-7773
Mr.	Prasenjit	Roy		Town of Markham	Engineering, Development Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-771-8830 ext 2456	905-771-2405
Mr.	Biju	Karumanchery	Manager – Development Planning & Urban Design	Town of Markham		101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-477-7700 ext 2970	905-479-7773
Mr.	Ron	Blake	Manager – Development West District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 2600	905-479-4739
Mr.	Richard	Kendall	Manager – Development Central District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 6588	905-479-7773

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Don	Maclean	Fire Chief	Town of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	
Mr.	Rod	McPhail	Director, Transportation Planning	City of Toronto	City Planning Division	22 nd Floor, 55 John Street	Toronto	Ontario	M5V 3C6	416-392-8100	416-392-3821
Mr.	Bruce K.	Farr	Senior EMS Planner	Toronto EMS	4330 Dufferin Street		Toronto	Ontario	M3H 5R9	416-392-2125	416-392-2115
Mr.	Adam	Giambrone	TTC Chair	Toronto Transit Commission	1900 Yonge Street		Toronto	Ontario	M4S 1Z2		
Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-6762	
Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-4490	
Mr.	Charles	Wheeler	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9		
Mr.	Mike	Sone		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	416-869-3600 ext 5402	
Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3		
Mr.	Ed	Hickey	Detachment Commander	Ontario Provincial Police	Highway 407 Detachment	100 Blooming ton Road West	Aurora	Ontario	L4G 7N5		

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstNa me	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Caroline	Taylor		Canadian Pacific Railway	1290 Central Parkway West		Mississauga	Ontario	L5C 4R3	905- 803- 3428	
Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905- 264- 5225	
Mr.	Fausto	Conforti		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905- 264- 4070 ext 5479	
Mr.	Jean-Luc	Bernard	Director of Education	Conseil scolaire de district de Centre Sud-Ouest	116 Conelius Parkway		North York	Ontario	M6L 2K5	416- 614- 0844	416- 397- 2012
Mr.	Bernard	Lavallée	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416- 397- 6564	416- 397- 6576
Mr.	Tom	Pechkovsky	Manager of Planning Services	York Catholic District School Board	Catholic Education Centre	320 Blooming ton Road West	Aurora	Ontario	L4G 3G8	905- 713- 1211 ext 2374	905- 713- 1269
Mr.	Bill	Hogarth	Director of Education	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.	Peter	Campitelli	President	Vaughan Chamber of Commerce	160 Applewood Crescent, Unit 32		Vaughan	Ontario	L4K 4H2	905- 761- 1366	905- 761- 1918
Mr.	Brian	McCormick	Head of Environmental	Hydro One	483 Bay Street	14 th Floor	Toronto	Ontario	M5G 2P5	905- 944-	

External Agency and Stakeholder Contact List for PIC Invitation Letters

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Studies & Approvals							3200	
Mr.	Anthony J.	Ierullo	Manager	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5213	416-345-5395
Mr.	Charles	Esendal	Transmission Lines Sustainment	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5931	
Mr.	David	Ellis	Senior Real Estate Coordinator	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	905-946-6231	905-946-6242
Mr.	John	Blakely	Assisstant ROW Analyst	Enbridge Pipe Line	801 Upper Canada Drive	P.O. Box 128	Sarnia	Ontario	N7T 7H8		
Mr.	Brian	Duggan	Team Manager, Planning Department	Rogers Cable	244 Newkirk Road		Richmond Hill	Ontario	L4C 3S5		
Ms.	Wendy	Lefebvre	Implementatio n Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Irv	Klajman	Manager, System Planning	Power Stream Inc.	8100 Warden Avenue	P.O. Box 4100	Markham	Ontario	L3R 8H7	905-477-3810	905-513-4135

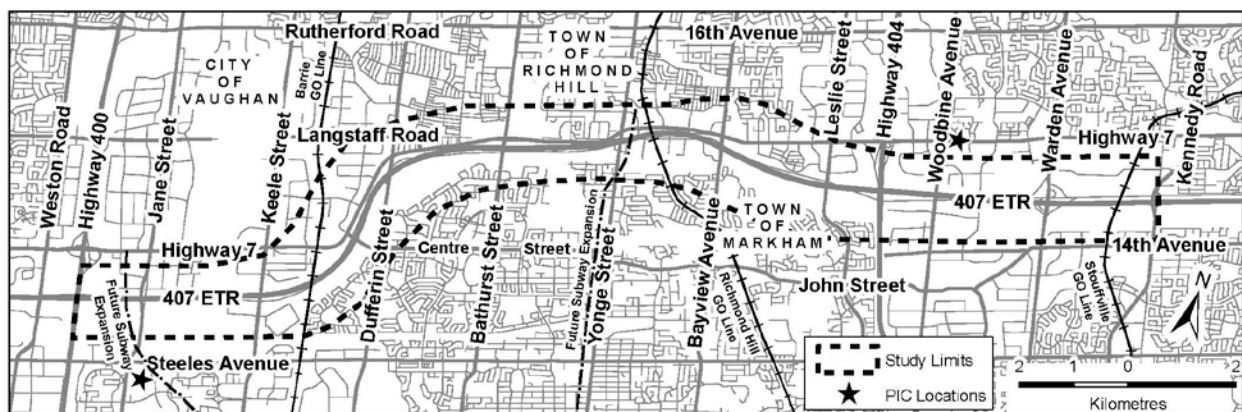
June 14, 2010

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

Dear «Title» «LastName»:

Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Planning and Preliminary Design Study

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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. The study area is presented below.



This 23 km segment is the priority section 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, operations, maintenance and storage facilities, 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. Delcan Corporation is leading the study with support from IBI Group on behalf of MTO. LGL Limited is providing environmental design and planning services.

Currently, MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008 (Transit Projects Regulation).

A Public Information Centre (PIC) was held on May 26 and 28, 2009. 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.

The purpose of this letter is to inform you of our second PIC. The PIC will be held in two different locations:

Date:	June 24, 2009	Date:	June 29, 2010
Time:	4:00 p.m. to 8:00 p.m.	Time:	4:00 p.m. to 8:00 p.m.
Location:	Delta Markham Hotel 50 East Valhalla Drive, Markham	Location:	Black Creek Pioneer Village 1000 Murray Ross Parkway, Toronto

The purpose of the PIC is to present the preliminary design of the technically preferred alignment, design concepts of the stations, anticipated environmental impacts and mitigations measures proposed. MTO staff and their consultants will be on hand to answer any questions and to receive your input. **You are cordially invited to attend a PIC pre-session from 3:00 pm to 4:00 pm or the public portion of the PIC to receive further information and provide input on this project.**

The Transit Project Assessment Process will include the preparation and release of an Environmental Project Report (EPR) at the end of the preliminary design phase. The Notice of Commencement for the formal Transit Project Assessment process and release of EPR will be published in local newspapers and a copy will be mailed to you. Any updates to the project and the Transit Project Assessment Process will be posted in the project website at www.lgl.ca/407Transitway.

Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

June 16, 2010

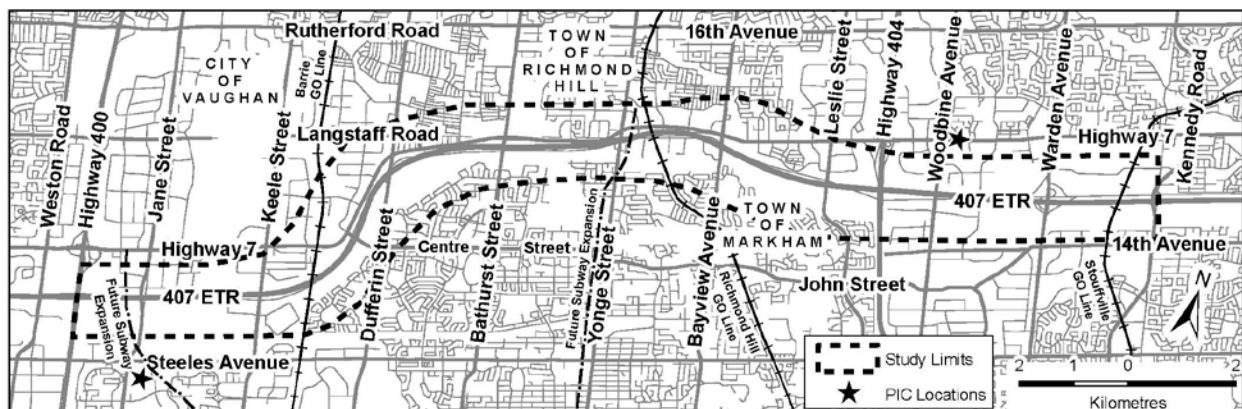
«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Planning and Preliminary Design Study

This letter is to inform you that our previous letter dated June 14, 2010 contained an error. Please be advised that the correct date of the Public Information Centre at Delta Markham Hotel is June 24, 2010. Please accept LGL Limited's apologies for any confusion this may have created.

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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. The study area is presented below.



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Location: Delta Markham Hotel
50 East Valhalla Drive, Markham

Date: June 29, 2010
Time: 4:00 p.m. to 8:00 p.m.
Location: Black Creek Pioneer Village
1000 Murray Ross Parkway, Toronto

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Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Dave	Bell	Senior Program Officer	Canadian Environmental Assessment Agency, Ontario Region	55 St. Clair Avenue East	9 th Floor, Room 907	Toronto	Ontario	M4T 1M2	416-952-1574	
Mr.	Luc	Fortin	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency	Jules Léger 15 Eddy Street		Gatineau	Quebec	K1A 0N9	819-953-2238	819-953-8353
Mr.	Glenn	Gilbert	Manager, Environment Unit, Lands and Trusts Services	Indian and Northern Affairs Canada	25 St. Clair Avenue East	8 th Floor	Toronto	Ontario	M4T 1M2	416-973-2131	416-954-4328
Ms.	Miranda	Lesperance	Environment Officer	Indian and Northern Affairs Canada	Ontario Region	25 St. Clair Avenue East, 8 th Floor	Toronto	Ontario	M4T 1M2		
Mr.	Alan	Kary	Deputy Director	Ministry of Aboriginal Affairs	Policy and Relationships Branch	720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1	416-326-4741	416-326-4017
Chief	James R.	Marsden		Alderville First Nation	11696 Second Line	P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352-2011	905-352-3242
Chief	Donna	Big Canoe		Chippewas of Georgina Island	R. R. #2	P.O. Box N13	Sutton West	Ontario	L0E 1R0	705-437-1337	705-437-4597
Chief	Sharon	Stinson Henry		Chippewas of Rama	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0	705-325-3611	705-325-0879
Chief	Laurie	Carr	Councillor Lorne Paudash	Hiawartha First Nation	123 Paudash Street		Hiawartha	Ontario	K0L 2G0		
Chief	Rodney	Monague Jr.		Beausoleil First Nation	1 Ogema Street		Christian Island	Ontario	L0K 1C0		

Ms.	Karry	Sandy	Barrister/Solicitor	Coordinator for the Williams Treaties	8 Creswick Court		Barrie	Ontario	L4M 2J7	705-792-5087	
Chief	Tracy	Gauthier		Mississaugas of Scugog Island	22521 Island Road, RR# 5		Port Perry	Ontario	L9L 1B6	905-985-3337	905-985-8828
Chief	Keith Knott		Councillor Ted Coppaway	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	dutytoconsult@curvelakefn.ca	705-657-8708
			Metis Consultation Unit	Metis Nation of Ontario Head Office	500 Old St. Patrick Street	Unit D, 8 th Floor	Ottawa	Ontario	K1N 9G4		
Ms.	Katherine	Cappella	Archaeology Review Officer	Ministry of Culture	Culture Programs Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7143	416-314-7175
Mr.	Chris	Junker-Andersen	Heritage Planner	Ministry of Culture	Culture Services Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7159	416-212-1802
Ms.	Janet	Lo	Senior Associate	Ministry of Energy and Infrastructure	777 Bay Street	4 th Floor	Toronto	Ontario	M5G 2E5	416-325-1574	416-325-7403
Ms.	Alejandra	Gonzalez	Assistant Planner	Ministry of Municipal Affairs and Housing	Municipal Services Office - Central Region	777 Bay Street, 2 nd Floor	Toronto	Ontario	M5G 2E5	416-585-6564	416-585-6882
Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources	50 Bloomington Road West		Aurora	Ontario	L4G 3G8	905-713-7390	
Ms.	Suzanne	Bevan	Environmental Planner	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	Ontario	M3N 1S4	416-661-6600 ext.5759	416-661-6898

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Trevor	Bingler	Manager, Growth Policy	Ministry of Infrastructure and Renewal	Growth Policy, Planning and Analysis Branch	4 th Floor, Suite 425, 777 Bay Street	Toronto	Ontario	M5G 2E5	416- 325- 5794	416- 325- 7403
Ms.	Melissa	Rossi	Land Use Planning Coordinator - Planning, Professional Services	Ontario Realty Corporation	77 Wellesley Street	11 th Floor Ferguson Block – Queen’s Park	Toronto	Ontario	M7A 2G3	416- 327- 8018	416- 212- 1131
Ms.	Solange	Desautels	Senior Project Coordinator	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West		Toronto	Ontario	M4V 1L5	416- 314- 8360	416- 314- 8452
Ms.	Dorothy	Moszynski	EA and Planning Coordinator	Ministry of the Environment, Central Region Office	5775 Yonge Street	9 th Floor	Toronto	Ontario	M2M 4J1	416- 326- 5745	
Mr.	Ross	Lashbrook	Environmental Assessment and Planning Coordinator	Ministry of the Environment	5775 Yonge Street	8 th Floor	Toronto	Ontario	M2M 4J1		
Ms.	Julia	Salvini	Senior Advisor	Metrolinx	Transportatio n Policy & Planning	20 Bay Street, Suite 901	Toronto	Ontario	M5J 2N8	416- 874- 5921	416- 874- 5901
Mr.	Glenn	Higgins	Team Leader, Urban Planning Office	Ministry of Transportation, Planning Branch	777 Bay Street	Suite 3000	Toronto	Ontario	M7A 2J8	416- 585- 7336	416- 585- 7324
Mr.	Paul	May	Director, Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877- 464- 9675 ext	

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
										5029	
Mr.	Steve	Mota	Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5056	
Mr.	Bryan	Tuckey	Commissioner of Planning and Development Services	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	
Mr.	Loy	Cheah	Manager	York Region	Transportation Planning	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5024	
Ms.	Susan	Wood	Manager of Operations	York Region	York EMS	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	905-895-5143
Chief	Armand	La Barge		York Regional Police		17250 Yonge Street	Newmarket	Ontario	L3Y 4W5	1-866-876-5423	
Ms.	Irene	McNeil	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282	905-762-2113
Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Sabbir	Saiyed	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Michael	DeAngelis	City Manager	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8290	

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Sandra Yeung	Racco	Ward 4 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8342	905-832-8578
Mr.	Alan	Shefman	Ward 5 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Mr.	Andrew	Pearce	Director, Development/Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8255	
Mr.	Michael	Frieri	Development/Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Ms.	Selma	Hubjer	Transportation Engineer	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8674	
Mr.	Roy	McQuillin	Manager of Corporate Policy	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext. 8211	905-832-8143
Mr.	Bill	Robinson	Commissioner of Engineering & Public Works	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8247	905-832-6145
Mr.	John	Zipay	Commissioner of Planning	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie	Vaughan	Ontario	L6A 1T1	905-832-	905-832-

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
						Drive				8585 ext 8445	8545
Mr.	Mauro	Peverini	Manager of Policy Planning/Urban Design	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8026	905- 832- 6080
Mr.	Gregory R.	Senay	Fire Chief	City of Vaughan	2141 Major Mackenzie Drive		Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext 8413	
Mr.	Saad	Yousaf	Storm Drainage Engineer	City of Vaughan	2141 Major Mackenzie Dr.	saad.yousaf @vaughan.ca	Vaughan	Ontario	L6A 1T1	905- 832- 8585 ext. 8251	905- 832- 6145
	J.	Anderton	C.A.O.	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905- 771- 2505	905- 771- 2406
Mr.	Nick	Papa	Councillor, Ward 5	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905- 771- 2510	905- 771- 2500
Mr.	Godwin	Chan	Councillor, Ward 6	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905- 771- 2509	905- 771- 2500
	A.	Bassios	Commissioner of Planning and Development	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905- 771- 8910	905- 771- 2404
Mr.	Marcel	Lanteigne	Manager of Transportation and Site Plans	Town of Richmond Hill	Engineering and Public Works Department	P.O. Box 300, 225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905- 771- 5448 ext.	5

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
										2456	
Mr.	Shane	Baker	Fire Chief	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4		
Mr.	John	Livey	C.A.O.	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7755	
Ms.	Valerie	Burke	Ward 1 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7747	
Ms.	Erin	Shapero	Ward 2 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7756	
Mr.	Joseph	Virgilio	Ward 3 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7749	
Mr.	Dan	Horchik	Ward 6 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7758	
Mr.	Alex	Chiu	Ward 8 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7752	
Mr.	Alan	Brown	Director of Engineering	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-415-7507	905-479-7773
Mr.	Prasenjit	Roy		Town of Markham	Engineering, Development Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-771-8830 ext 2456	905-771-2405
Mr.	Biju	Karumanchery	Manager – Development Planning &	Town of Markham		101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-477-7700	905-479-7773

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Urban Design							ext 2970	
Mr.	Ron	Blake	Manager – Development West District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 2600	905-479-4739
Mr.	Richard	Kendall	Manager – Development Central District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 6588	905-479-7773
Mr.	Don	Maclean	Fire Chief	Town of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	
Mr.	Rod	McPhail	Director, Transportation Planning	City of Toronto	City Planning Division	22 nd Floor, 55 John Street	Toronto	Ontario	M5V 3C6	416-392-8100	416-392-3821
Mr.	Ric	Rangel-Bron	Senior EMS Planner	Toronto EMS	4330 Dufferin Street		Toronto	Ontario	M3H 5R9	416-392-2125	416-392-2115
Mr.	Adam	Giambrone	TTC Chair	Toronto Transit Commission	1900 Yonge Street		Toronto	Ontario	M4S 1Z2		
Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-6762	
Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-4490	
Mr.	Charles	Wheeler	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9		
Mr.	Mike	Sone		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	416-869-	

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										3600 ext 5402	
Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3		
	Orest	Rojik	Area Manager Support	Canadian Pacific Railway	1290 Central Parkway West		Mississauga	Ontario	L5C 4R3	905- 803- 3425	
Mr.	Ed	Hickey	Detachment Commander	Ontario Provincial Police	Highway 407 Detachment	100 Bloomington 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.	Fausto	Conforti		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905- 264- 4070 ext 5479	
Mr.	Jean-Luc	Bernard	Director of Education	Conseil scolaire de district de Centre Sud-Ouest	116 Conelius Parkway		North York	Ontario	M6L 2K5	416- 614- 0844	416- 397- 2012
Mr.	Bernard	Lavallée	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416- 397- 6564	416- 397- 6576
Mr.	Tom	Pechkovsky	Manager of Planning Services	York Catholic District School Board	Catholic Education Centre	320 Bloomington Road West	Aurora	Ontario	L4G 3G8	905- 713- 1211 ext 2374	905- 713- 1269
Mr.	Bill	Hogarth	Director of Education	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

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Deborah	Bonk	President	Vaughan Chamber of Commerce	25 Edilcan Drive, Unit #2		Vaughan	Ontario	L4K 3S4	905-761-1366	905-761-1918
Mr.	Brian	McCormick	Head of Environmental Studies & Approvals	Hydro One	483 Bay Street	14 th Floor	Toronto	Ontario	M5G 2P5	905-944-3200	
Mr.	Anthony J.	Ierullo	Manager	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5213	416-345-5395
Mr.	Charles	Esendal	Transmission Lines Sustainment	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5931	
Mr.	Kent	Taylor	Real Estate Management	Hydro One	185 Clegg Road		Markham	Ontario	L6G 1B7	905-946-6230	905-946-6287
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 Department	Rogers Cable	244 Newkirk Road		Richmond Hill	Ontario	L4C 3S5		
Ms.	Wendy	Lefebvre	Implementation Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Irv	Klajman	Manager, System Planning	Power Stream Inc.	8100 Warden Avenue	P.O. Box 4100	Markham	Ontario	L3R 8H7	905-477-3810	905-513-4135

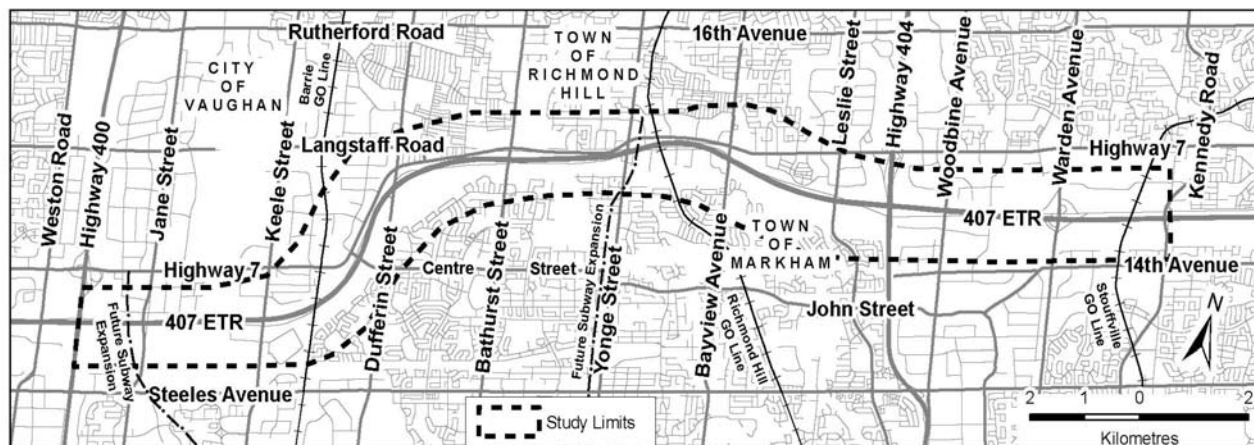
August 24, 2010

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

Dear «Title» «LastName»:

Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Planning and Preliminary Design Study
Commencement of the Transit Project Assessment Process

The Ministry of Transportation (MTO) is proposing a 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes seven stations including Spadina Subway/Jane Station, GO Barrie (Concord) Station, Bathurst Station, Yonge/Richmond Hill Centre Station, Leslie Station, Rodick/Woodbine Station and Kennedy Station, and an operations, maintenance and storage facility located west of Jane Street. 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. The study area is presented below.



This 23 km segment is the priority section 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 advise you that the 407 Transitway study will now be following the Transit Project Assessment Process following the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008 (Transit Projects Regulation). A Notice of Commencement will be published in local newspapers on August 26, 2010.

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.lgl.ca/407Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Director
George Ivanoff, MTO Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Dave	Bell	Senior Program Officer	Canadian Environmental Assessment Agency, Ontario Region	55 St. Clair Avenue East	9 th Floor, Room 907	Toronto	Ontario	M4T 1M2	416-952-1574	
Mr.	Luc	Fortin	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency	Jules Léger 15 Eddy Street		Gatineau	Quebec	K1A 0N9	819-953-2238	819-953-8353
		RE: Environmental Assessment Coordination	Environmental Unit	Indian and Northern Affairs Canada	25 St. Clair Avenue East	8 th Floor	Toronto	Ontario	M4T 1M2	416-973-2131	416-954-4328
			Consultation and Accommodation Unit	Indian and Northern Affairs Canada	Room 205 (2 nd Floor)	300 Sparks Street	Ottawa	Ontario	K1A 0H4		
Ms.	Miranda	Lesperance	Environment Officer	Indian and Northern Affairs Canada	Ontario Region	25 St. Clair Avenue East, 8 th Floor	Toronto	Ontario	M4T 1M2		
Mr.	Alan	Kary	Deputy Director	Ministry of Aboriginal Affairs	Policy and Relationships Branch	720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1	416-326-4741	416-326-4017
Mr.	Francois	Lachance	Senior Policy Advisor	Ministry of Aboriginal Affairs		720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1		
Chief	James R.	Marsden	jbmarsden@eagle.ca	Alderville First Nation	11696 Second Line	P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352-2011	905-352-3242
Chief	Donna	Big Canoe	dbigcanoe@georginaisland.com	Chippewas of Georgina Island	R. R. #2	P.O. Box N13	Sutton West	Ontario	L0E 1R0	705-437-1337	705-437-4597

Chief	Sharon	Stinson Henry	chiefofmnjkan ingfirstnations @mnjkaning. ca	Chippewas of Rama	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0	705- 325- 3611	705- 325- 0879
Chief	Laurie	Carr	Councillor Lorne Paudash	Hiawartha First Nation	123 Paudash Street		Hiawartha	Ontario	K0L 2G0		
Chief	Rodney	Monague Jr.		Beausoleil First Nation	1 Ogema Street		Christian Island	Ontario	L0K 1C0		
Ms.	Karry	Sandy	Barrister/Solici tor	Coordinator for the Williams Treaties	8 Creswick Court		Barrie	Ontario	L4M 2J7	705- 792- 5087	
Chief	Tracy	Gauthier	Tgauthier@sc ugogfirstnation .com	Mississaugas of Scugog Island	22521 Island Road, RR# 5		Port Perry	Ontario	L9L 1B6	905- 985- 3337	905- 985- 8828
Chief	Keith Knott		Councillor Ted Coppaway	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	dutytoconsult@ curvela kefn.ca	705- 657- 8708
			Metis Consultation Unit	Metis Nation of Ontario Head Office	500 Old St. Patrick Street	Unit D, 8 th Floor	Ottawa	Ontario	K1N 9G4		
Ms.	Katherine	Cappella	Archaeology Review Officer	Ministry of Culture	Culture Programs Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416- 314- 7143	416- 314- 7175
Mr.	Chris	Junker- Andersen	Heritage Planner	Ministry of Culture	Culture Services Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416- 314- 7159	416- 212- 1802
Ms.	Janet	Lo	Senior Associate	Ministry of Energy and Infrastructure	777 Bay Street	4 th Floor	Toronto	Ontario	M5G 2E5	416- 325- 1574	416- 325- 7403
Ms.	Alejandra	Gonzalez	Assistant Planner	Ministry of Municipal Affairs and Housing	Municipal Services Office - Central Region	777 Bay Street, 2 nd Floor	Toronto	Ontario	M5G 2E5	416- 585- 6564	416- 585- 6882
Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources	50 Bloomington		Aurora	Ontario	L4G 3G8	905- 713-	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
					Road West					7390	
Ms.	Suzanne	Bevan	Environmental Planner	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	Ontario	M3N 1S4	416-661-6600 ext.5759	416-661-6898
Mr.	Trevor	Bingler	Manager, Growth Policy	Ministry of Infrastructure and Renewal	Growth Policy, Planning and Analysis Branch	4 th Floor, Suite 425, 777 Bay Street	Toronto	Ontario	M5G 2E5	416-325-5794	416-325-7403
Ms.	Jordan	Erasmus	Planner	Ontario Realty Corporation	Planning, Professional Services	1 Dundas Street West, Suite 2000	Toronto	Ontario	M5G 2L5	416-327-8018	416-212-1131
Ms.	Solange	Desautels	Senior Project Coordinator	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West		Toronto	Ontario	M4V 1L5	416-314-8360	416-314-8452
Ms.	Dorothy	Moszynski	EA and Planning Coordinator	Ministry of the Environment, Central Region Office	5775 Yonge Street	9 th Floor	Toronto	Ontario	M2M 4J1	416-326-5745	
Ms.	Agatha	Garcia-Wright	Director	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West		Toronto	Ontario	M4V 1L5	416-314-7288	
Mr.	Greg	Sones	Director	Ministry of the Environment, Central Region Office	5775 Yonge Street	8 th Floor	Toronto	Ontario	M2M 4J1	416-326-1825	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Julia	Salvini	Senior Advisor	Metrolinx	Transportation Policy & Planning	20 Bay Street, Suite 901	Toronto	Ontario	M5J 2N8	416-874-5921	416-874-5901
Mr.	Glenn	Higgins	Team Leader, Urban Planning Office	Ministry of Transportation, Planning Branch	777 Bay Street	Suite 3000	Toronto	Ontario	M7A 2J8	416-585-7336	416-585-7324
Mr.	Paul	May	Director, Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5029	
Mr.	Steve	Mota	Infrastructure Planning	York Region	Planning and Development Services Department	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5056	
Mr.	Bryan	Tuckey	Commissioner of Planning and Development Services	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	
Mr.	Loy	Cheah	Manager	York Region	Transportation Planning	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5024	
Ms.	Susan	Wood	Manager of Operations	York Region	York EMS	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	905-895-5143
Chief	Armand	La Barge		York Regional Police		17250 Yonge Street	Newmarket	Ontario	L3Y 4W5	1-866-876-5423	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Irene	McNeil	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282	905-762-2113
Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Sabbir	Saiyed	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Michael	DeAngelis	City Manager	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8290	
Ms.	Sandra	Yeung Racco	Ward 4 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8342	905-832-8578
Mr.	Alan	Shefman	Ward 5 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Mr.	Andrew	Pearce	Director, Development/ Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8255	
Mr.	Michael	Frieri	Development/ Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Ms.	Selma	Hubjer	Transportation Engineer	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
										8674	
Mr.	Roy	McQuillin	Manager of Corporate Policy	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext. 8211	905-832-8143
Mr.	Bill	Robinson	Commissioner of Engineering & Public Works	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8247	905-832-6145
Mr.	John	Zipay	Commissioner of Planning	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8445	905-832-8545
Mr.	Mauro	Peverini	Manager of Policy Planning/Urban Design	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8026	905-832-6080
Mr.	Gregory R.	Senay	Fire Chief	City of Vaughan	2141 Major Mackenzie Drive		Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8413	
Mr.	Saad	Yousaf	Storm Drainage Engineer	City of Vaughan	2141 Major Mackenzie Dr.	saad.yousaf@vaughan.ca	Vaughan	Ontario	L6A 1T1	905-832-8585 ext. 8251	905-832-6145
	J.	Anderton	C.A.O.	Town of Richmond	P.O. Box 300	225 East	Richmond	Ontario	L4B	905-	905-

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
				Hill		Beaver Creek Road	Hill		3P4	771-2505	771-2406
Mr.	Nick	Papa	Councillor, Ward 5	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-2510	905-771-2500
Mr.	Godwin	Chan	Councillor, Ward 6	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-2509	905-771-2500
	A.	Bassios	Commissioner of Planning and Development	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-8910	905-771-2404
Mr.	Marcel	Lanteigne	Manager of Transportation and Site Plans	Town of Richmond Hill	Engineering and Public Works Department	P.O. Box 300, 225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-5448 ext. 2456	5
Mr.	Shane	Baker	Fire Chief	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4		
Mr.	John	Livey	C.A.O.	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7755	
Ms.	Valerie	Burke	Ward 1 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7747	
Ms.	Erin	Shapero	Ward 2 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7756	
Mr.	Joseph	Virgilio	Ward 3 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7749	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Dan	Horchik	Ward 6 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7758	
Mr.	Alex	Chiu	Ward 8 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7752	
Mr.	Alan	Brown	Director of Engineering	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-415-7507	905-479-7773
Mr.	Prasenjit	Roy		Town of Markham	Engineering, Development Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-771-8830 ext 2456	905-771-2405
Mr.	Biju	Karumanchery	Manager – Development Planning & Urban Design	Town of Markham		101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-477-7700 ext 2970	905-479-7773
Mr.	Ron	Blake	Manager – Development West District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 2600	905-479-4739
Mr.	Richard	Kendall	Manager – Development Central District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 6588	905-479-7773
Mr.	Don	Maclean	Fire Chief	Town of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Rod	McPhail	Director, Transportation Planning	City of Toronto	City Planning Division	22 nd Floor, 55 John Street	Toronto	Ontario	M5V 3C6	416- 392- 8100	416- 392- 3821
Mr.	Ric	Rangel-Bron	Senior EMS Planner	Toronto EMS	4330 Dufferin Street		Toronto	Ontario	M3H 5R9	416- 392- 2125	416- 392- 2115
Mr.	Adam	Giambrone	TTC Chair	Toronto Transit Commission	1900 Yonge Street		Toronto	Ontario	M4S 1Z2		
Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416- 393- 6762	
Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416- 393- 4490	
Mr.	Charles	Wheeler	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9		
Mr.	Mike	Sone		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	416- 869- 3600 ext 5402	
Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3		
	Orest	Rojik	Area Manager Support	Canadian Pacific Railway	1290 Central Parkway West		Mississauga	Ontario	L5C 4R3	905- 803- 3425	
Mr.	Ed	Hickey	Detachment Commander	Ontario Provincial Police	Highway 407 Detachment	100 Bloomington Road West	Aurora	Ontario	L4G 7N5		
Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905- 264-	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
										5225	
Mr.	Fausto	Conforti		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905-264-4070 ext 5479	
Mr.	Jean-Luc	Bernard	Director of Education	Conseil scolaire de district de Centre Sud-Ouest	116 Conelius Parkway		North York	Ontario	M6L 2K5	416-614-0844	416-397-2012
Mr.	Bernard	Lavallée	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416-397-6564	416-397-6576
Mr.	Tom	Pechkovsky	Manager of Planning Services	York Catholic District School Board	Catholic Education Centre	320 Bloomington Road West	Aurora	Ontario	L4G 3G8	905-713-1211 ext 2374	905-713-1269
Mr.	Bill	Hogarth	Director of Education	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
Ms.	Deborah	Bonk	President	Vaughan Chamber of Commerce	25 Edilcan Drive, Unit #2		Vaughan	Ontario	L4K 3S4	905-761-1366	905-761-1918
Mr.	Brian	McCormick	Head of Environmental Studies & Approvals	Hydro One	483 Bay Street	14 th Floor	Toronto	Ontario	M5G 2P5	905-944-3200	
Mr.	Anthony J.	Ierullo	Manager	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5213	416-345-5395
Mr.	Charles	Esendal	Transmission	Hydro One	483 Bay Street	15 th Floor	Toronto	Ontario	M5G	416-	

External Agency Contact List for TPAP Commencement

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Lines Sustainment		N. Tower				2P5	345-5931	
Mr.	Kent	Taylor	Real Estate Management	Hydro One	185 Clegg Road		Markham	Ontario	L6G 1B7	905-946-6230	905-946-6287
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 Department	Rogers Cable	244 Newkirk Road		Richmond Hill	Ontario	L4C 3S5		
Ms.	Wendy	Lefebvre	Implementatio n Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Irv	Klajman	Manager, System Planning	Power Stream Inc.	161 Cityview Boulevard		Vaughan	Ontario	L4H 0A9	905-532-4430	

September 28, 2010

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

Dear «Title» «LastName»:

**Re: 407 Transitway from Highway 400 to Kennedy Road
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Submission of Draft Environmental Project Report**

A Draft Environmental Project Report (EPR) for the 407 Transitway from Hwy 400 to Kennedy Road has been completed following the Transit Project Assessment Process as prescribed in *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation*, Ontario Regulation 231/08. As indicated in our earlier correspondence, this process has been initiated by the publication of the “Notice of Commencement of Transit Project Assessment Process” in the local newspapers on August 26, 2010.

Please find enclosed a copy of the Draft EPR for your review and comment. If you require additional copies of the Draft EPR, hard copy or electronic, please notify any of the contacts below.

Additionally, the Draft EPR and its appendices are available for download in the stakeholders’ website at: http://www.lgl.ca/Highway_407_Transitway. The user name is **407Transitway** and the password is **400toKennedy**. Please note that the website address, user name and password are case sensitive.

Comments submitted by October 28, 2010 would be greatly appreciated.

Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
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Toronto, Ontario, M3M 1J8
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Thank you for your participation in this project.

Yours sincerely,



LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

Encl.

External agency distribution list – 407 Transitway - draft EPR

Highlighted rows received one hard copy and one CD (sent September 29, 2010).

Not highlighted rows received a CD (September 28, 2010)

Town of Markham received draft EPR (September 27, 2010)

#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
1	Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	ON	M5J 2W3	416-869-3600 ext 5305	
2	Mr.	Malcolm	Mackay		GO Transit	20 Bay Street	Suite 600	Toronto	ON	M5J 2W3	416-869-3600 ext 5548	
3	Ms.	Melanie	Shaw	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	ON	L4B 4N7	905-762-1282 ext 5631	905-762-2113
4	Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	ON	L4B 4N7	905-762-1282 ext 5693	
5	Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-393-6762	
6	Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-393-4490	
7	Mr.	Paul	Millett	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-397-8738	

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8	Mr.	Andrew	Pearce	Director, Development/Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8255	
9	Ms.	Selma	Hubjer	Transportation Engineer	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8674	
10	Mr.	Bill	Robinson	Commissioner of Engineering & Public Works	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8247	905-832-6145
11	Mr.	Marcel	Lanteigne	Manager of Transportation and Site Plans,	Engineering and Public Works Department	Town of Richmond Hill	P.O. Box 300, 225 East Beaver Creek Road	Richmond Hill	ON	L4B 3P4	905-771-5448 ext. 2456	5
12	Mr.	Brian	McCormick	Head of Environmental Studies & Approvals	Hydro One	483 Bay Street	14 th Floor	Toronto	ON	M5G 2P5	905-944-3200	
13	Mr.	Anthony J.	Ierullo	Manager	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	ON	M5G 2P5	416-345-5213	416-345-5395
14	Mr.	Charles	Esendal	Transmission Lines Sustainment	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	ON	M5G 2P5	416-345-5931	
15	Mr.	Paul	Dockrill	Sr. Real Estate Coordinator	Hydro One	483 Bay Street N. Tower	15th Floor	Toronto	ON	M5G 2P5	905-946-6248	

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16	Mr.	Jamie	Austin	Manager, Growth Policy	Ministry of Infrastructure		4 th Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-325-5794	416-325-7403
17	Mr.	Andrew	Theoharis	Senior Associate, Growth Policy	Ministry of Infrastructure		4th Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-325-7335	
18	Mr.	Alejandra	Gonzalez	Municipal Services	Ministry of Municipal Affairs and Housing		2nd Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-585-7323	
19	Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources		50 Bloomington Road West	Aurora	ON	L4G 3G8	905-713-7390	
20	Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	ON	L4H 1J1	905-264-5225	
21	Mr.	Jeff	Booker		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	ON	L4H 1J1	905-264-4070 ext 5485	
22	Ms.	Suzanne	Bevan	Environmental Planner	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	ON	M3N 1S4	416-661-6600 ext.5759	416-661-6898

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#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
23	Mr.	Loy	Cheah	Manager	York Region	Transportation Planning	17250 Yonge Street	Newmarket	ON	L3Y 6Z1	1-877-464-9675 ext 5024	
24	Mr.	Steve	Mota	Infrastructure Planning	Planning and Development Services Department	York Region	17250 Yonge Street	Newmarket	ON	L3Y 6Z1	1-877-464-9675 ext 5056	
25	Mr.	Paul	May	Chief Engineer, York Region Rapid Transit	York Region		3601 Highway 7, Floor 11&12	Markham	ON	L3R 0M3	905-886-6767 x1030	
26	Ms.	Jordan	Erasmus	Planner	Planning, Professional Services	Ontario Realty Corporation (ORC)	1 Dundas Street West, Suite 2000	Toronto	ON	M5G 2L5	416-327-8018	416-212-1131
27	Mr.	Dave	Bell	Senior Program Officer	Canadian Environmental Assessment Agency, Ontario Region	55 St. Clair Avenue East	9 th Floor, Room 907	Toronto	ON	M4T 1M2	416-952-1574	
28	Ms.	Lorna	Zappone	Project Officer	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West, 14 th Floor		Toronto	ON	M4V 1L5	416-314-7106	

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#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
29	Mr.	Gene	Corazzola	Manager, Groundside Systems Strategic Planning & Airport Development	Greater Toronto Airport Authority	3111 Convair Drive	P.O. Box 6031	Toronto	ON	L5P 1B2	416-776-5197	
30	Mr.	Alan	Brown	Director of Engineering	Town of Markham	101 Town Centre Boulevard		Markham	ON	L3R 9W3	905-415-7507	905-479-7773
31	Mr.	Biju	Karumanchery	Manager – Development Planning & Urban Design	Town of Markham		101 Town Centre Boulevard	Markham	ON	L3R 9W3	905-477-7700 ext 2970	905-479-7773
32	Mr.	Brian	Lee	Manager, Development Engineering/Transportation	Town of Markham		101 Town Centre Boulevard	Markham	ON	L3R 9W3	905-477-7000 ext 4838	905-479-4773

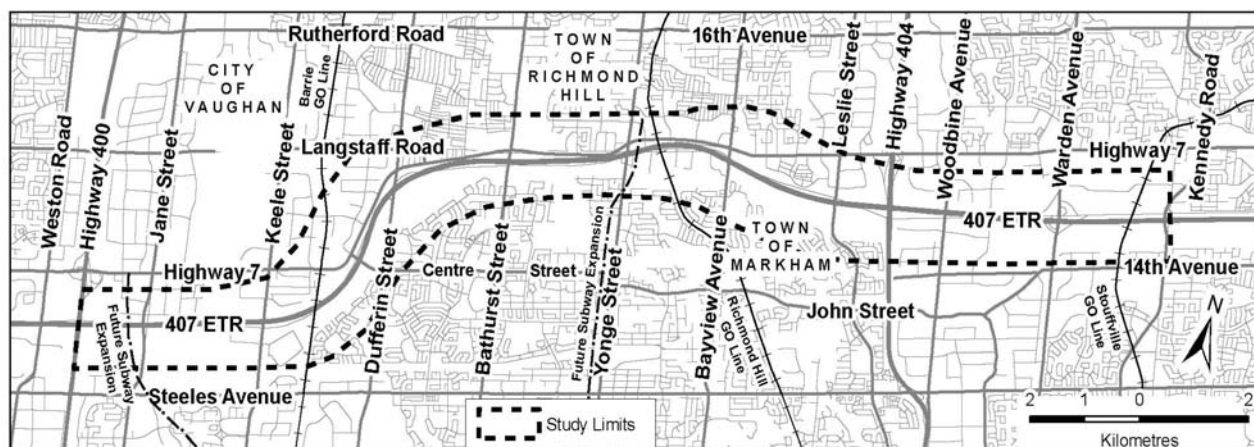
December 20, 2010

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

Dear «Title» «LastName»:

Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York
Planning and Preliminary Design Study
Completion of the Environmental Project Report

The Ministry of Transportation (MTO) has completed an Environmental Project report in accordance with Ontario Regulation 231/08 for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes seven stations including Spadina Subway/Jane Station, GO Barrie (Concord) Station, Bathurst Station, Yonge/Richmond Hill Centre Station, Leslie Station, Rodick/Woodbine Station and Kennedy Station, and an operations, maintenance and storage facility located west of Jane Street. The 407 Transitway is planned to be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future. The study area is presented below.



This 23 km segment is the priority section 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 Environmental Project Report for the 407 Transitway will be available for a 30-day review period starting **December 23, 2010** at the following locations:

Ministry of the Environment
Environmental Assessment and
Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario M4V 1L5
416-314-8001 or 1-800-461-6290
Monday – Friday 8:30 am- 5:00 pm

Ministry of Transportation
Central Region
Planning and Environmental
Office
3rd Floor, Building D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Monday - Friday: 8:30 am to
4:30 pm

Town of Richmond Hill
Town Hall
225 East Beaver Creek Road
Richmond Hill, Ontario
L4B 3P4
Monday - Friday: 8:30 am to
4:30 pm

Ministry of the Environment
Central Region Office
5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1
416-326-6700 or 1-800-810-8048
Monday – Friday 8:30 am- 5:00 pm

City of Vaughan
Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1
Monday - Friday: 8:30 am to
4:30 pm

Town of Markham
Markham Civic Centre
101 Town Centre Boulevard
Markham, Ontario L3R 9W3
Monday - Friday: 8:30 am to
4:30 pm

The Environmental Project Report is also available for download at www.lgl.ca/407Transitway.

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. A copy of the notice is enclosed.

Interested persons are encouraged to review this document and provide comments by **January 24, 2011**.

Yours sincerely,

LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

Encl.

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Hon.	Peter	Kent	M.P. Thornhill	Constituency Office	7600 Yonge Street, Unit 10		Thornhill	Ontario	L4J 1V9	905-886-9911	905-886-5267
Hon.	Bryon	Wilfert	M.P. Richmond Hill	Constituency Office	231- 225 East Beaver Creek Road		Richmond Hill	Ontario	L4B 3P4	905-709-5905	905-709-5908
Hon.	John	McCallum	M.P. Markham-Unionville	Constituency Office	7750 Birchmount Road, Unit 21-22		Markham	Ontario	L3R 0B4	905-479-8100	905-479-3440
Hon.	Michael	Chan	M.P.P. Markham	Constituency Office	450 Alden Road, Unit 5		Markham	Ontario	L3R 5H4	905-305-1935	905-305-1938
Hon.	Peter	Shurman	M.P.P. Thornhill	Constituency Office	203 – 7368 Yonge Street		Thornhill	Ontario	L4J 8H9	416-325-1415	905-731-2984
Hon.	Greg	Sorbara	M.P.P. Vaughan	Constituency Office	Unit AU8 – 140 Woodbridge Avenue		Woodbridge	Ontario	L4L 4K9	905-851-0440	905-851-0210
Mr.	Dave	Bell	Senior Program Officer	Canadian Environmental Assessment Agency, Ontario Region	55 St. Clair Avenue East	9 th Floor, Room 907	Toronto	Ontario	M4T 1M2	416-952-1574	
Mr.	Luc	Fortin	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency	Jules Léger 15 Eddy Street		Gatineau	Quebec	K1A 0N9	819-953-2238	819-953-8353
Ms.	Kitty	Ma	Regional Environmental Assessment	Health Canada	180 Queen Street West		Toronto	Ontario	M5V 3L7	416-954-2206	416-952-0102

External Agency Contact List for EPR Completion Letter											
Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Coordinator								
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		
Ms.	Sheila	Allen	Senior Environmental Assessment Officer	Environment Canada, Environmental Protection Operations Division – Ontario Region	867 Lakeshore Road	PO Box 5050	Burlington	Ontario	L7R 4A6		
		RE: Environmenta l Assessment Coordination	Environmental Unit	Indian and Northern Affairs Canada	25 St. Clair Avenue East	8 th Floor	Toronto	Ontario	M4T 1M2	416- 973- 2131	416- 954- 4328
			Consultation and Accommodatio n Unit	Indian and Northern Affairs Canada	Room 205 (2 nd Floor)	300 Sparks Street	Ottawa	Ontario	K1A 0H4		
Ms.	Miranda	Lesperance	Environment Officer	Indian and Northern Affairs Canada	Ontario Region	25 St. Clair Avenue East, 8 th Floor	Toronto	Ontario	M4T 1M2		
Mr.	Alan	Kary	Deputy Director	Ministry of Aboriginal Affairs	Policy and Relationships Branch	720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1	416- 326- 4741	416- 326- 4017
Mr.	Francois	Lachance	Senior Policy Advisor	Ministry of Aboriginal Affairs		720 Bay Street, 4 th Floor	Toronto	Ontario	M5G 2K1		

Chief	James R.	Marsden		Alderville First Nation	11696 Second Line	P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352-2011	905-352-3242
Chief	Donna	Big Canoe		Chippewas of Georgina Island	R. R. #2	P.O. Box N13	Sutton West	Ontario	L0E 1R0	705-437-1337	705-437-4597
Chief	Sharon	Stinson Henry		Chippewas of Rama	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0	705-325-3611	705-325-0879
Chief	Laurie	Carr	Councillor Lorne Paudash	Hiawatha First Nation	123 Paudash Street		Hiawatha	Ontario	K0L 2G0		
Chief	Rodney	Monague Jr.		Beausoleil First Nation	1 Ogema Street		Christian Island	Ontario	L0K 1C0		
Ms.	Karry	Sandy	Barrister/Solicitor	Coordinator for the Williams Treaties	8 Creswick Court		Barrie	Ontario	L4M 2J7	705-792-5087	
Chief	Tracy	Gauthier		Mississaugas of Scugog Island	22521 Island Road, RR# 5		Port Perry	Ontario	L9L 1B6	905-985-3337	905-985-8828
Chief	Keith Knott		Councillor Ted Coppaway	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	dutytoconsult@curvelakefn.ca	705-657-8708
			Metis Consultation Unit	Metis Nation of Ontario Head Office	500 Old St. Patrick Street	Unit D, 8 th Floor	Ottawa	Ontario	K1N 9G4		
Ms.	Katherine	Cappella	Archaeology Review Officer	Ministry of Tourism and Culture	Culture Programs Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7143	416-314-7175
Mr.	Chris	Junker-Andersen	Heritage Planner	Ministry of Tourism and Culture	Culture Services Unit	4 th Floor, 400 University Avenue	Toronto	Ontario	M7A 2R9	416-314-7159	416-212-1802
Mr.	Trevor	Bingler	Manager, Growth Policy	Ministry of Infrastructure	Growth Policy, Planning and Analysis	4 th Floor, Suite 425, 777 Bay	Toronto	Ontario	M5G 2E5	416-325-5794	416-325-7403

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
					Branch	Street					
Ms.	Agatha	Garcia-Wright	Director	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West		Toronto	Ontario	M4V 1L5	416-314-7288	
Mr.	Greg	Sones	Director	Ministry of the Environment, Central Region Office	5775 Yonge Street	8 th Floor	Toronto	Ontario	M2M 4J1	416-326-1825	
Ms.	Julia	Salvini	Senior Advisor	Metrolinx	Transportation Policy & Planning	20 Bay Street, Suite 901	Toronto	Ontario	M5J 2N8	416-874-5921	416-874-5901
Mr.	Glenn	Higgins	Team Leader, Urban Planning Office	Ministry of Transportation, Planning Branch	777 Bay Street	Suite 3000	Toronto	Ontario	M7A 2J8	416-585-7336	416-585-7324
Mr.	Bryan	Tuckey	Commissioner of Planning and Development Services	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	
Ms.	Susan	Wood	Manager of Operations	York Region	York EMS	17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	905-895-1231	905-895-5143
Chief	Armand	La Barge		York Regional Police		17250 Yonge Street	Newmarket	Ontario	L3Y 4W5	1-866-876-5423	
Ms.	Irene	McNeil	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282	905-762-2113
Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7		
Mr.	Sabbir	Saiyed	YRT	York Region	50 High Tech		Richmond	Ontario	L4B		

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Operations	Transit	Road, 5 th floor		Hill		4N7		
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.	Clayton	Harris	City Manager	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8290	
Ms.	Sandra	Yeung Racco	Ward 4 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8342	905-832-8578
Mr.	Alan	Shefman	Ward 5 Councillor	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Mr.	Michael	Frieri	Development/Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1		
Mr.	Roy	McQuillin	Manager of Corporate Policy	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext. 8211	905-832-8143
Mr.	John	Zipay	Commissioner of Planning	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8445	905-832-8545

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Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Mauro	Peverini	Manager of Policy Planning/Urban Design	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8026	905-832-6080
Mr.	Gregory R.	Senay	Fire Chief	City of Vaughan	2141 Major Mackenzie Drive		Vaughan	Ontario	L6A 1T1	905-832-8585 ext 8413	
Mr.	Saad	Yousaf	Storm Drainage Engineer	City of Vaughan	2141 Major Mackenzie Dr.	saad.yousaf@vaughan.ca	Vaughan	Ontario	L6A 1T1	905-832-8585 ext. 8251	905-832-6145
	J.	Anderton	C.A.O.	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-2505	905-771-2406
Mr.	Nick	Papa	Councillor, Ward 5	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-2510	905-771-2500
Mr.	Godwin	Chan	Councillor, Ward 6	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-2509	905-771-2500
	A.	Bassios	Commissioner of Planning and Development	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4	905-771-8910	905-771-2404
Mr.	Shane	Baker	Fire Chief	Town of Richmond Hill	P.O. Box 300	225 East Beaver Creek Road	Richmond Hill	Ontario	L4B 3P4		
Mr.	John	Livey	C.A.O.	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7755	
Ms.	Valerie	Burke	Ward 1 Councillor	Town of Markham	101 Town Centre		Markham	Ontario	L3R 9W3	905-479-	

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
					Boulevard					7747	
Ms.	Erin	Shapero	Ward 2 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7756	
Mr.	Joseph	Virgilio	Ward 3 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7749	
Mr.	Dan	Horchik	Ward 6 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7758	
Mr.	Alex	Chiu	Ward 8 Councillor	Town of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7752	
Mr.	Prasenjit	Roy		Town of Markham	Engineering, Development Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-771-8830 ext 2456	905-771-2405
Mr.	Ron	Blake	Manager – Development West District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 2600	905-479-4739
Mr.	Richard	Kendall	Manager – Development Central District	Town of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 6588	905-479-7773
Mr.	Don	Maclean	Fire Chief	Town of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	
Mr.	Rod	McPhail	Director, Transportation	City of Toronto	City Planning Division	22 nd Floor, 55 John	Toronto	Ontario	M5V 3C6	416-392-	416-392-

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Planning			Street				8100	3821
Mr.	Ric	Rangel-Bron	Senior EMS Planner	Toronto EMS	4330 Dufferin Street		Toronto	Ontario	M3H 5R9	416-392-2125	416-392-2115
Mr.	Adam	Giambrone	TTC Chair	Toronto Transit Commission	1900 Yonge Street		Toronto	Ontario	M4S 1Z2		
Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-6762	
Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9	416-393-4490	
Mr.	Charles	Wheeler	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	Ontario	M2N 6L9		
Mr.	Mike	Sone		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	416-869-3600 ext 5402	
Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3		
Mr.	John	MacTaggart	Technical Services Engineer	CN Rail	1 Administration Road, PO Box 1000		Concord	Ontario	L4K 1B9	905-669-3155	
Mr.	Ed	Hickey	Detachment Commander	Ontario Provincial Police	Highway 407 Detachment	100 Bloomington 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.	Jean-Luc	Bernard	Director of	Conseil scolaire de	116 Conelius		North York	Ontario	M6L	416-	416-

External Agency Contact List for EPR Completion Letter

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Education	district de Centre Sud-Ouest	Parkway				2K5	614-0844	397-2012
Mr.	Bernard	Lavallée	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416-397-6564	416-397-6576
Mr.	Tom	Pechkovsky	Manager of Planning Services	York Catholic District School Board	Catholic Education Centre	320 Bloomington Road West	Aurora	Ontario	L4G 3G8	905-713-1211 ext 2374	905-713-1269
Mr.	Bill	Hogarth	Director of Education	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
Ms.	Deborah	Bonk	President	Vaughan Chamber of Commerce	25 Edilcan Drive, Unit #2		Vaughan	Ontario	L4K 3S4	905-761-1366	905-761-1918
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 Department	Rogers Cable	244 Newkirk Road		Richmond Hill	Ontario	L4C 3S5		
Ms.	Wendy	Lefebvre	Implementation Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Irv	Klajman	Manager, System Planning	Power Stream Inc.	161 Cityview Boulevard		Vaughan	Ontario	L4H 0A9	905-532-4430	

EXTERNAL AGENCY DISTRIBUTION LIST – 407 TRANSITWAY – FINAL EPR

Highlighted rows received hard copy and a CD
Not highlighted rows received a CD

#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
1	Mr.	Jeff	Bateman		GO Transit	20 Bay Street	Suite 600	Toronto	ON	M5J 2W3	416-869-3600 ext 5305	
2	Mr.	Malcolm	Mackay		GO Transit	20 Bay Street	Suite 600	Toronto	ON	M5J 2W3	416-869-3600 ext 5548	
3	Ms.	Melanie	Shaw	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	ON	L4B 4N7	905-762-1282 ext 5631	905-762-2113
4	Mr.	Adrian	Kawun	YRT Operations	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	ON	L4B 4N7	905-762-1282 ext 5693	
5	Mr.	Andy	Bertolo	TTC Operations	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-393-6762	
6	Mr.	Bill	Dawson	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-393-4490	
7	Mr.	Paul	Millett	TTC Service Planning	Toronto Transit Commission	5160 Yonge Street, 6 th Floor		Toronto	ON	M2N 6L9	416-397-8738	
8	Mr.	Andrew	Pearce	Director, Development/Transportation Engineering	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8255	

EXTERNAL AGENCY DISTRIBUTION LIST – 407 TRANSITWAY – FINAL EPR

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#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
9	Ms.	Selma	Hubjer	Transportation Engineer	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8674	
10	Mr.	Bill	Robinson	Commissioner of Engineering & Public Works	City of Vaughan	Vaughan Civic Centre	2141 Major Mackenzie Drive	Vaughan	ON	L6A 1T1	905-832-8585 ext 8247	905-832-6145
11	Mr.	Marcel	Lanteigne	Manager of Transportation and Site Plans,	Engineering and Public Works Department	Town of Richmond Hill	P.O. Box 300, 225 East Beaver Creek Road	Richmond Hill	ON	L4B 3P4	905-771-5448 ext. 2456	5
12	Mr.	Brian	McCormick	Head of Environmental Studies & Approvals	Hydro One	483 Bay Street	14 th Floor	Toronto	ON	M5G 2P5	905-944-3200	
13	Mr.	Anthony J.	Ierullo	Manager	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	ON	M5G 2P5	416-345-5213	416-345-5395
14	Ms.	Les	Hart	Senior Real Estate Coordinator	Hydro One	483 Bay Street N. Tower	15 th Floor	Toronto	ON	M5G 2P5	905-946-6236	
15	Mr.	Paul	Dockrill	Sr. Real Estate Coordinator	Hydro One	483 Bay Street N. Tower	15th Floor	Toronto	ON	M5G 2P5	905-946-6248	
16	Mr.	Jamie	Austin	Manager, Growth Policy	Ministry of Infrastructure		4 th Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-325-5794	416-325-7403
17	Mr.	Andrew	Theoharis	Senior Associate, Growth Policy	Ministry of Infrastructure		4th Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-325-7335	

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#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
18	Mr.	Alejandra	Gonzalez	Municipal Services	Ministry of Municipal Affairs and Housing		2nd Floor, Suite 425, 777 Bay Street	Toronto	ON	M5G 2E5	416-585-7323	
19	Mr.	Warren	May	Biologist, York/Durham	Ministry of Natural Resources		50 Bloomington Road West	Aurora	ON	L4G 3G8	905-713-7390	
20	Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	ON	L4H 1J1	905-264-5225	
21	Mr.	Jeff	Booker		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	ON	L4H 1J1	905-264-4070 ext 5485	
22	Ms.	Suzanne	Bevan	Environmental Planner	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	ON	M3N 1S4	416-661-6600 ext.5759	416-661-6898
23	Mr.	Loy	Cheah	Manager	York Region	Transportation Planning	17250 Yonge Street	Newmarket	ON	L3Y 6Z1	1-877-464-9675 ext 5024	
24	Mr.	Steve	Mota	Infrastructure Planning	Planning and Development Services Department	York Region	17250 Yonge Street	Newmarket	ON	L3Y 6Z1	1-877-464-9675 ext 5056	
25	Mr.	Paul	May	Chief Engineer, York Region Rapid Transit	York Region		3601 Highway 7, Floor 11&12	Markham	ON	L3R 0M3	905-886-6767 x1030	
26	Ms.	Jordan	Erasmus	Planner	Planning, Professional Services	Ontario Realty Corporation (ORC)	1 Dundas Street West, Suite 2000	Toronto	ON	M5G 2L5	416-327-8018	416-212-1131

EXTERNAL AGENCY DISTRIBUTION LIST – 407 TRANSITWAY – FINAL EPR

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#	Title	First Name	Last Name	Job Title	Company	Address 1	Address 2	City	Province	Postal Code	Phone	Fax
27	Mr.	Dave	Bell	Senior Program Officer	Canadian Environmental Assessment Agency, Ontario Region	55 St. Clair Avenue East	9 th Floor, Room 907	Toronto	ON	M4T 1M2	416-952-1574	
28	Ms.	Lorna	Zappone	Project Officer	Ministry of the Environment, Environmental Assessment and Approvals Branch	2 St. Clair Avenue West, 14 th Floor		Toronto	ON	M4V 1L5	416-314-7106	
29	Mr.	Gene	Corazzola	Manager, Groundside Systems Strategic Planning & Airport Development	Greater Toronto Airport Authority	3111 Convaire Drive	P.O. Box 6031	Toronto	ON	L5P 1B2	416-776-5197	
30	Mr.	Alan	Brown	Director of Engineering	Town of Markham	101 Town Centre Boulevard		Markham	ON	L3R 9W3	905-415-7507	905-479-7773
31	Mr.	Biju	Karumanchery	Manager – Development Planning & Urban Design	Town of Markham		101 Town Centre Boulevard	Markham	ON	L3R 9W3	905-477-7700 ext 2970	905-479-7773
32	Mr.	Brian	Lee	Manager, Development Engineering/Transportation	Town of Markham		101 Town Centre Boulevard	Markham	ON	L3R 9W3	905-477-7000 ext 4838	905-479-4773
33	Mr.	John	Mac-Taggart	Engineering Services	Canadian National Railways	1 Administration Road	P.O. Box 1000	Concord	ON	L4K 1B9		

AGENCY CORRESPONDENCES RECEIVED

Cindy Latendresse
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

**Ms. Cindy Latendresse
Administrator
Fisheries and Oceans Canada – Ontario Great Lakes Area
P.O. Box 85060, 3027 Harvester Road, Suite 304
Burlington, Ontario
L7R 4K3**

Please check the most appropriate statement.

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

☐

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

☒

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

☐

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

☐

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

☐

*Please send all notices to
TRCA - they will determine
if we will see these*

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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**Canadian Environmental
Assessment Agency**

55 St-Clair Avenue East
9th Floor, Room 907
Toronto, Ontario
M4T 1M2

**Agence canadienne
d'évaluation environnementale**

55 Avenue St-Clair Est
9ième étage, pièce 907
Toronto, Ontario
M4T 1M2

July 13, 2007

Grant N. Kauffman, M.E.S.
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6

Dear Mr. Kauffman,

**Re: Highway 407 Transitway from Highway 400 to Kennedy Road
(G.W.P. 252-96-00), City of Vaughan, Town of Richmond Hill,
Town of Markham, Regional Municipality of York, Planning and
Preliminary Design Study**

Thank you for your letter dated July 6, related to the above-noted project.

The *Canadian Environmental Assessment Act* (the Act) applies to federal authorities when they contemplate some action in relation to a project that would enable it to proceed in whole or in part. A federal environmental assessment may be required when a federal authority:

- (a) is the proponent of a project;
- (b) provides financial assistance to the proponent;
- (c) makes federal lands available for the project; or
- (d) issues certain permits or licences, or other approvals.

In the case of projects that are subject to the Ontario *Environmental Assessment Act*, if there is uncertainty as to whether the Act may also apply, the Agency can help proponents answer this question. For projects that are subject to the Act, the Agency will act as the federal environmental assessment coordinator and facilitate the involvement of the federal authorities in a co-ordinated assessment aimed at meeting all agencies' needs simultaneously.

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In order for the Agency to undertake either of these roles, it must have a project description that can be distributed to various federal authorities to determine their interest in the project. It is recognized that at the early stages of the planning process, there may not be much detailed information to provide. However, proponents should try to provide some information on:

- the nature of the project and its location;
- federal decisions which may be made in relation to the project;
- whether federal funding is being contemplated or federal lands are required.

To better assist proponents, the Agency has developed an Operational Policy Statement, which provides guidance in preparing project descriptions. This is available on the Agency's website at:
http://www.ceaa-acee.gc.ca/013/0002/ops_ppd_e.htm

If your purpose in sending us notification of your project is to determine whether the Canadian Environmental Assessment Act applies, please be aware that simple notification will not be sufficient. A project description will be required. If you have any questions regarding this matter, please contact the undersigned at 416-952-1574.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Bell". The signature is fluid and cursive, with a large initial "D" and "B".

Dave Bell, Senior Program Officer
Canadian Environmental
Assessment Agency, Ontario Region

DB/js

Bill Aird
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Mr. Bill Aird
Senior Environmental Officer
Rail Infrastructure Directorate
Canadian Transportation Agency
Jules Léger 15 Eddy Street
Gatineau, Quebec
K1A 0N9**

Update contact information if necessary

Mr. Luc Fortin
Senior C.N. Officer

Please check the most appropriate statement.

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

☒

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

☐

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

☐

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

☐

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

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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BY LGL LIMITED



Transport Canada
Marine

Transports Canada
Maritime

100 S. Front Street
Sarnia, Ontario
N7T 2M4

Your file Votre référence

Our file Notre référence
See below

July 20, 2010

Ontario Ministry of Transportation
C/o LGL Limited
22 Fisher Street
PO Box 280
King City, ON L7B 1A6

Attention: Sowel Kang

Dear Sir/Madam:

Re: Navigability Request, Various Waterways, 407 Transitway from Highway 400 to Kennedy Road, Regional Municipality of York, Province of Ontario

NWP File #	Waterway	Location
8200-2010-400363	Tributary of Black Creek	City of Vaughan
8200-2010-400364	Black Creek	City of Vaughan
8200-2010-400365	Tributary of Black Creek	City of Vaughan
8200-2010-400366	Tributary of West Don River	City of Vaughan
8200-2010-400367	Tributary of West Don River	City of Vaughan
8200-2010-400368	Westminster Creek	City of Vaughan
8200-2010-400369	Unnamed Creek	City of Vaughan
8200-2010-400370	Tributaries of East Don River	Town of Richmond Hill
8200-2010-400371	East Don River	Town of Richmond Hill
8200-2010-400372	Pamona Mills Creek	Town of Richmond Hill
8200-2010-400373	German Mills Creek	Town of Richmond Hill
8200-2010-400374	Tributary of German Mills Creek	Town of Richmond Hill
8200-2010-400375	Tributary of German Mills Creek	Town of Markham
8200-2010-400376	Tributary of Rouge River	Town of Markham
8200-2010-400377	Tributary of Rouge River	Town of Markham
8200-2010-400378	Tributary of Rouge River	Town of Markham

Receipt is acknowledged of your correspondence dated June 21, 2010 in connection with the above noted.

Should our review disclose the need for additional information, you will be notified. For a status of our review of this project, please contact our office at 866-821-6631 or by facsimile transmission at 519-383-1989 or by e-mail at NWPontario-PENontario@tc.gc.ca.

Please refer to our file number with any future correspondence.

Sincerely,


Donna Patterson
Information Management Supervisor
Navigable Waters Protection

DP/jd




Transport Canada
Marine

Transports Canada
Maritime

100 S. Front Street
Sarnia, Ontario
N7T 2M4

Your file Votre référence

Our file Notre référence

See Below

July 30, 2010

Ontario Ministry of Transportation
c/o LGL Limited
22 Fisher Street, PO Box 280
King City, ON L7B 1A6

Attention: Sowel Kang

Dear Sir/Madam:

Re: Navigability Request for Various Waterways, 407 Transitway from Highway 400 to Kennedy Road, Regional Municipality of York, Province of Ontario

Reference is made to your correspondence dated June 21, 2010 concerning the above.

NWP File #	Waterway	Location
8200-2010-400363	Tributary of Black Creek	City of Vaughan
8200-2010-400364	Black Creek	City of Vaughan
8200-2010-400365	Tributary of Black Creek	City of Vaughan
8200-2010-400366	Tributary of West Don River	City of Vaughan
8200-2010-400367	Tributary of West Don River	City of Vaughan
8200-2010-400368	Westminster Creek	City of Vaughan
8200-2010-400369	Unnamed Creek	City of Vaughan

We have reviewed the information supplied and can advise Transport Canada, Navigable Waters Protection Program has no interest in this project.

If you have any questions or wish further information, please contact our office in Sarnia at 866-821-6631 or by facsimile transmission at 519-383-1989 or by e-mail at NWPontario-PENontario@tc.gc.ca.

Sincerely,

Sue MacDonal-Simcox
Navigable Waters Protection Officer
Navigable Waters Protection

SMS/km

Canada

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AUG 03 2010

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Transport Canada

Transports Canada

Marine

Maritime

Navigable Waters Protection Program
Programme de protection des eaux navigables
100 Front Street South
Sarnia, Ontario N7T 2M4

Your File Votre référence

Our File Notre référence

See Below

August 17, 2010

Ontario Ministry of Transportation
c/o LGL Limited
22 Fisher Street
PO Box 280
King City, ON L7B 1A6

Attention: Sowel Kang

Dear Sir or Madam:

Re.: Review under the *Navigable Waters Protection Act* for various works, 407 Transit from Highway 400 to Kennedy Road, Regional Municipality of York, Province of Ontario

Reference is made to your correspondence received on June 23, 2010.

NWP File#	Work	Waterway	Location
8200-2010-400375	Culvert	Tributary of German Mills Creek	Town of Markham
8200-2010-400376	Bridge	Tributary of Rouge River	Town of Markham
8200-2010-400377	Culvert	Tributary of Rouge River	Town of Markham
8200-2010-400378	Culvert	Tributary of Rouge River	Town of Markham

Transport Canada officials have determined that the provisions of the *Navigable Waters Protection Act* (NWPA) **do not apply** to your project and, therefore, an Approval is not required.

This determination relates to navigation only and does not relieve you of your responsibility to obtain any other forms of approval under any applicable laws.

Should you have any questions, please do not hesitate to contact our office at (866) 821-6631 or by facsimile transmission at (519) 383-1989 or by e-mail at NWPontario-PENontario@tc.gc.ca.

Sincerely,

Sue MacDonald-Simcox
Navigable Waters Protection Officer
Navigable Waters Protection Program
Marine Safety
Transport Canada
Ontario

SMS/km

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AUG 23 2010

BY LGL LIMITED

Canada



Transport Canada
Marine

Transports Canada
Maritime

Navigable Waters Protection Program
Programme de protection des eaux navigables
100 Front Street South
Sarnia, Ontario N7T 2M4

Your File Votre référence

Our File Notre référence
See Below

August 18, 2010

Ontario Ministry of Transportation & Communications
c/o LGL Limited
22 Fisher Street
PO Box 280
King City, ON L7B 1A6

Attention: Sowel Kang

Dear Sir or Madam:

Re.: Review under the *Navigable Waters Protection Act* for the Works located at, Town of Richmond Hill, Regional Municipality of York, in the Province of Ontario

Reference is made to your correspondence received on June 23, 2010.

NWP File #	Waterway	Works
2010-400370	Tributary of East Don River	Culvert
2010-400371	East Don River	Culvert
2010-400372	Pamona Mills Creek	Culvert
2010-400373	German Mills Creek	Bridge
2010-400374	Tributary of German Mills Creek	Culvert

Transport Canada officials have determined that the provisions of the *Navigable Waters Protection Act* (NWPA) **do not apply** to your project and, therefore, an Approval is not required.

This determination relates to navigation only and does not relieve you of your responsibility to obtain any other forms of approval under any applicable laws.

Should you have any questions, please do not hesitate to contact our office at (866) 821-6631 or by facsimile transmission at (519) 383-1989 or by e-mail at NWPontario-PENontario@tc.gc.ca.

Sincerely,

Sue MacDonald-Simcox
Navigable Waters Protection Officer
Navigable Waters Protection Program
Marine Safety
Transport Canada
Ontario

SMS/km

Canada

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AUG 23 2010

LGL LIMITED



August 21, 2007

Your file Votre référence

Our file Notre référence

5010-1
#178629

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, ON L7B 1A6

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AUG 21 2007

BY LGL LIMITED

Dear Mr. Kauffman:

RE: Highway 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00) City of Vaughn, Town of Richmond Hill, Town of Markham, Regional Municipality of York Planning and Preliminary Design

Thank you for your letter of July 6, 2007 addressed to Steve Johnson regarding the above project.

For all provincial and/or municipal undertakings, Indian and Northern Affairs Canada requests that the proponent of such projects make efforts directly from the initiation of a project to identify and notify all potentially interested First Nation communities. It is recommended that this identification and notification occur at the earliest planning stages of the undertaking and if requested by any First Nation(s), maintain communication with such communities. To assist with identifying First Nations and other Aboriginal groups within the vicinity of a specific proposed project, Indian and Northern Affairs Canada can provide the following information sources:

- The Chiefs of Ontario website (<http://www.chiefs-of-ontario.org>) provides a directory of contact information for all First Nations and Chiefs, as well as a map of the locations of all Ontario First Nations.
- Natural Resources Canada produced provincial maps, showing all First Nation reserve lands, are available for purchase at:
http://cccm.nrcan.gc.ca/english/canada_land_index_e.asp
- Natural Resources Canada's online *Historical Indian Treaties* map, showing historical First Nation treaties across Canada, is available at:
<http://atlas.nrcan.gc.ca/site/english/maps/historical/indiantreaties/historicaltreaties>
- A search by place name at the Canadian Geographical Names database (http://geonames.nrcan.gc.ca/search/search_e.php) will generate a map which shows any nearby Indian reserve lands in grey.

- The Métis Nation of Ontario (<http://www.metisnation.org/>) may be able to provide information regarding Métis interests with respect to a particular project.
- The Ontario Federation of Indian Friendship Centres website provides a list of all friendship centres in Ontario, at:
<http://www.ofifc.org/Centres/OfficeList.asp?Region='ON'>
- For enquiries regarding land claims in Ontario, please contact the Director General of the Comprehensive Claims Branch at (819) 994-7521, the Director General of Specific Claims Branch at (819) 994-2323 and the Director General of Litigation Management and Resolution Branch at (819) 997-3582.

If, however, the proponent believes that the proposed project is likely to also trigger a requirement for a federal environmental assessment under the *Canadian Environmental Assessment Act* (CEAA), we advise that the proponent contact the Canadian Environmental Assessment Agency early in the planning process, and provide a project description to them. The Agency will notify federal agencies, including INAC, of the proposed project as appropriate, in accordance with the requirements of the *Regulations Respecting the Coordination by Federal Authorities of Environmental Assessment Procedures and Requirements*. INAC will, in turn, provide input to the Agency regarding our interest in the project and/or First Nation contact information wherever warranted.

Thank you for your time and consideration.

Sincerely,

Miranda Lesperance
Environment Officer
Environment Unit
INAC - Ontario Region
25 St. Clair Avenue E. 8th Floor
Toronto, Ontario M4T 1M2
lesperancem@inac.gc.ca

cc: Glenn Gilbert, INAC
Leea Litzgus, INAC
Steve White, INAC
Christopher Beninger, INAC

This letter has been distributed electronically. If you require a signed copy, please contact the author at the address provided above.

Canada

Steve Johnston
06 July 2007
Page 3

HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Mr. Steve Johnston
Director, Administrative Services
Indian and Northern Affairs Canada
Litigation Management and Resolution Branch
10 Wellington Street
Room 1305
Gatineau, Quebec
K1A 0H4

Update contact information if necessary

MS. MIRANDA LESPERANCE
ENVIRONMENT OFFICER
INDIAN AND NORTHERN AFFAIRS
ONTARIO REGION
25 ST. CLAIR AVE. E. 8TH FLOOR
TORONTO, ON
M4T 1M2

Please check the most appropriate statement.

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

☐

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

☐

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

☒

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

☐

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

☐

Please refer to the attached letter.
Thank you.

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED
AUG 21 2007
BY LGL LIMITED

Sowel Kang

From: "Grant Kauffman" <gkauffman@lgl.ca>
To: "Sowel Kang" <skang@lgl.com>
Sent: Friday, August 24, 2007 10:59 AM
Attach: Highway 407 Transitway Municipality of York Agency Response Form.PDF; TORONTO-#178629-v1-Highway_407_Transitway_Planning_and_Preliminary_Design.DOC
Subject: Fw: Highway 407 Transitway Planning and Preliminary Design

Sowel:

More comments on 407 Transitway

Grant

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

From: "Chris Beninger" <beninger@ainc-inac.gc.ca>
To: <gkauffman@lgl.com>
Cc: "Cal Johnston" <JohnstonC@ainc-inac.gc.ca>; "Carol Robert" <RobertC@ainc-inac.gc.ca>; "Miranda Lesperance" <LesperanceM@inac-ainc.gc.ca>
Sent: Friday, August 24, 2007 10:45 AM
Subject: Fwd: Highway 407 Transitway Planning and Preliminary Design

> Good Morning Mr. Kauffman,
>
> Regarding our phone conversation earlier this morning, attached is the
> response from our regional office in Ontario. As I was explaining,
> standard procedure in the past when receiving such letters has been to
> forward them to the regional office where the project is situated.
> Accordingly, Miranda Lesperance of our Toronto office has provided a
> response for you.
>
> If in the future your organization is in need of feedback on planned or
> proposed projects, please send all such requests to Carol Robert of our
> division. Following is her title information and contact details:
>
> Carol Robert
> Head, Assets and Environmental Management Section
> Materiel and Assets Management Division
> Indian and Northern Affairs Canada
>
> 10, rue Wellington, Room 1302
> Gatineau, QC K1A 0H4
> phone: 819-953-5458
> fax: 819-953-7721
> robertc@ainc-inac.gc.ca
>
> If there is any further information you require, please do not hesitate
> to contact me. In addition, should you have questions relating to the

8/24/2007

> response provided by Ms Lesperance, please feel free to contact her.
>
> Thank you and Sincerely,
>
>
>
> Christopher Beninger
> Agent en gestion de l'environnement | Environmental Management Officer
> Section de la gestion des biens et de l'environnement, | Assets &
> Environmental Management Section,
> Secteur du dirigeant principal des finances | Chief Financial Officer
> Sector
> Affaires indiennes et du Nord Canada | Indian and Northern Affairs
> Canada
> 819-956-1601
> beningerc@ainc-inac.gc.ca
>

Sowel Kang

From: "Grant Kauffman" <gkauffman@lgl.ca>
To: "Sowel Kang" <skang@lgl.com>
Sent: Friday, August 24, 2007 12:32 PM
Attach: Fwd_Highway 407 Transitway Planning and Preliminary Design.eml
Subject: Fw: Highway 407 Planning and Preliminary Design Study - Correction

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

From: "Chris Beninger" <beningerc@ainc-inac.gc.ca>
 To: <gkauffman@lgl.com>
 Cc: "Cal Johnston" <JohnstonC@ainc-inac.gc.ca>; "Carol Robert" <RobertC@ainc-inac.gc.ca>; "Miranda Lesperance" <LesperanceM.Toronto.ON@inac-ainc.gc.ca>
 Sent: Friday, August 24, 2007 12:20 PM
 Subject: Highway 407 Planning and Preliminary Design Study - Correction

> Dear Mr. Kauffman,

>

> Upon further discussion with my manager and the regional office, it was
 > decided that it be best to send such requests directly to the region. If
 > similar requests arise in the future, please send them to the following
 > regional point of contact for our department and not to the point of
 > contact provided earlier:

>

> Mr. Glenn Gilbert, Manager Environment Unit
 > Lands and Trusts Services
 > Department of Indian and Northern Affairs
 > 25 St. Clair Ave. East, 8th Floor
 > Toronto, ON M4T 1M2

>

> Please accept my deepest apologies for this sudden change. And should
 > there be any confusion in this matter, please do not hesitate to contact
 > me.

>

> Sincerely,

>

>

> Christopher Beninger
 > Agent en gestion de l'environnement | Environmental Management Officer
 > Section de la gestion des biens et de l'environnement, | Assets &
 > Environmental Management Section,
 > Secteur du dirigeant principal des finances | Chief Financial Officer
 > Sector
 > Affaires indiennes et du Nord Canada | Indian and Northern Affairs
 > Canada
 > 819-956-1601
 > beningerc@ainc-inac.gc.ca

Ministry of Aboriginal Affairs

720 Bay Street
4th Floor
Toronto, ON M5G 2K1

Tel: (416) 326-4741
Fax: (416) 326-4017

Ministère des Affaires autochtones

720, rue Bay
4^e étage
Toronto, ON M5G 2K1

Tél: (416) 326-4741
Télé: (416) 326-4017



website: www.aboriginalaffairs.gov.on.ca

Reference: PAR 258
0708-68

SEP 26 2007

Grant N. Kauffman
Consultant Environmental Planner
LGL Limited
22 Fisher Street
P.O. Box 280
King City, ON L7B 1A6

RECEIVED
OCT 02 2007
BY LGL LIMITED

Re: Highway 407 from Highway 400 to Kennedy Road

Dear Mr. Kauffman:

Thank you for your notice of planning and preliminary design study dated July 6, 2007, regarding the above noted project. We would like to apologize for the delay in responding to your request.

The responsibilities of the Ministry of Aboriginal Affairs (MAA) include conducting land claim and related negotiations on behalf of the Province. In light of this mandate, MAA has reviewed the materials and notes that this project appears to be located within an area where the Mississaugas of Scugog Island have existing or asserted rights.

You should be aware as well that many First Nations either have or assert rights to hunt and fish in their traditional territories. These territories often include lands and waters outside of a First Nation's reserve. As well, in some instances project work may impact archaeological and burial sites. First Nations with an interest in such archaeological sites may extend beyond those First Nations in the nearest vicinity of the proposed project.

For your information, MAA notes that the project could impact or be of interest to Aboriginal peoples. MAA recommends that you contact the following First Nations:

.../2

Chief Tracy Gauthier
Mississaugas of Scugog Island
22521 Island Road
PORT PERRY, Ontario
L9L 1B6
(905) 985-3337
(Fax) 985-8828

As well, the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends the proponent contact the following federal contacts:

Mr. Don Boswell
A/Sr Claims Analyst
Ontario Research Team
Indian and Northern Affairs Canada
10 Wellington St.
Gatineau, QC K1A 0H4
Tel: (819) 953-1940
Fax: (819) 997-9873

Mr. Jean-Francois Tardif
Director,
Financial Issues and Cost-Sharing
10 Wellington St. 8th Floor
Gatineau, QC K1A 0H4
Tel: (819) 953-5830
Fax: (819) 953-3812

MAA requests that we remain on your contact list and that we continue to receive any updates about the project. MAA would also request that you continue to keep the Aboriginal communities interested in the above-noted project apprised of any new developments.

Yours truly,



Alan Kary
Deputy Director
Policy and Relationships Branch

Ministry of Tourism and Culture

Culture Programs Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Telephone: (416)-314-7691
Facsimile: (416)-314-7175
Email : Ian.Hember@ontario.ca

Ministère du Tourisme et de la Culture

Unité des programmes culturels
Direction des programmes et des services
401 Rue Bay, Suite 1700
Toronto, ON M7A 0A7
Téléphone: (416)-314-7691
Télécopieur: 416-314-7175
Email : Ian.Hember@ontario.ca



October 14, 2010

Robert Pihl
Archaeological Services, Inc.
528 Bathurst Street
Toronto, ON
M5S 2P9

RE: Review and Acceptance into the Provincial Register of Reports: Archaeological Assessment Report Entitled, “Stage 1 Archaeological Assessment 407 Transitway, From Highway 400 to Kennedy Road, Regional Municipality of York, Ontario,” Dated December 2008, Received August 6, 2009, MCL Project Information Form Numbers P057-348-2007 and P057-502-2008, MCL RIMS Number 407H079

Dear Rob,

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. This review is to ensure that the licensed professional consultant archaeologist has met the terms and conditions of their archaeological licence, that archaeological sites have been identified and documented according to the 1993 technical guidelines set by the Ministry and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario.

As the result of our review, this Ministry accepts the above titled report into the Provincial register of archaeological reports. The report indicates that the subject property (or portions thereof) has archaeological potential and, consequently, should be subject to a Stage 2 archaeological assessment. The report also indicates that portions of the subject property were not subjected to Stage 1 reconnaissance pending the finalization of the project design, and recommends that Stage 1 assessment of these areas take place if they are to be included in the project design. The report also recommends Stage 3 investigations of the Beechwood Cemetery if the cemetery will be impacted by the proposed development. This Ministry concurs with these recommendations.

I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Ian Hember
Archaeology Review Officer
c. Archaeological Licensing Office

From: Ahmed, Usman (MAH)
To: gkauffman@lgl.com
Cc: Singbush, Bruce (MAH) ; Haldenby, Timothy (MAH)
Sent: Tuesday, July 10, 2007 1:34 PM
Subject: Class EA- Planning and Preliminary Design Study- Highway 407 Transitway- Region of York

Dear Mr. Kauffman:

Thank you for your letter dated July 6, 2007, addressed to Ms. Audrey Bennett, advising us of the initiation of the above noted transitway study by MTO, seeking our participation and informing us of the future Public Information Centres (PICs) to be held during each of the two stages of this study. Please note that I am forwarding your correspondence to Mr. Bruce Singbush, Manager, Central Municipal Services Office, for his attention with a request to complete and return the attached form for a response. Mr. Singbush can be reached at (416) 585-6564.

Thank you again for inviting us to comment on this study.

Usman Ahmed
Provincial Planning Policy Branch
Ministry of Municipal Affairs and Housing
Tel: (416) 585-7181
Fax: (416) 585-4245
Email: usman.ahmed@Ontario.ca

7/11/2007

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Ms. Audrey Bennett
Director
Ministry of Municipal Affairs and Housing
Provincial Planning & Environmental Services Branch
14th Floor, 77 Bay Street
Toronto, Ontario
M5G 2E5**

Update contact information if necessary

Alejandra Gonzalez
Assistant Planner
Municipal Services Office - Central Region
Ministry of Municipal Affairs and Housing
777 Bay Street, 2nd Floor
Toronto, ON
M5G 2E5

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☒

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED

AUG 02 2007

LGL LIMITED

Ministry of Infrastructure

Ontario Growth Secretariat
4th Floor, Suite 425
777 Bay Street
Toronto ON M5G 2E5
Tel: 416 325-1210
Fax: 416 325-7403
www.placestogrow.ca

Ministère de l'Infrastructure

Secrétariat des initiatives de
croissance de l'Ontario
4^e étage, Suite 425
777, rue Bay
Toronto (Ontario) M5G 2E5
Tél. : 416 325-1210
Téléc : 416 325-7403
www.placealacroissance.ca



Date: October 29, 2010

Memo to: Robb Minnes, Project Manager
Ministry of Transportation

From: Jamie Austin, Manager – Growth Policy
Ontario Growth Secretariat
Ministry of Infrastructure

Subject: 407 Transitway – Draft Environmental Project Report

Thank you for the opportunity to provide comments on the 407 Transitway draft Environmental Project Report (EPR), preliminary planning and design for which you presented at our meeting June 14, 2010. While potentially warranted in the long term, under current and foreseeable conditions, the Ontario Growth Secretariat (OGS) does not see a priority in implementing the project. However, the OGS is supportive of MTO's efforts to protect the Transitway corridor for future needs and would like to see this work continue. As part of the Transit Project Assessment Process, and in project planning and design beyond this process, we recommend this work be completed in collaboration with Metrolinx/GO Transit and other transit and government partners.

In regards to the draft EPR, and should the project go forward, the OGS has some specific concerns, including:

Project Prioritization: Sound transit network planning, and Metrolinx's current approach for the region, prioritizes projects that serve a greater number of intensification nodes, major destinations (e.g., public institutions, including hospitals, etc.) and/or connections to other rapid transit routes. Given the limited public investment funds for transit, the 407 Transitway does not sufficiently meet the criteria of serving major trip origins/destinations and/or substantial connections to other rapid transit routes relative to other regional rapid transit project proposals.

Ridership Estimates: As the 407 Transitway is intended for mainly transit-to-transit transfers, with less of a consideration for intermodal connections to walking and cycling, the demand for the 407 Transitway service relies heavily on the future of other transit

routes. In some cases, these routes are yet to be constructed (i.e., the Spadina and Yonge subway extensions), while other routes must be eliminated or significantly differentiated so as not to leach ridership demand from the Transitway (i.e., the Highway 407 GO bus and Viva bus routes along Highway 7). Ridership estimates for the busiest section of the Transitway's central segment (westbound between Kennedy Station – Markham Centre and Yonge Station – Richmond Hill / Langstaff Gateway) assume that riders will transfer to the Yonge subway. Without the construction of the subway extension, ridership numbers would presumably drop considerably. Despite describing the Yonge subway extension project as "approved" (Page E-4 of the draft EPR), this project does not yet have any funding committed to it, and a construction timeline is quite uncertain given other competing Metrolinx priorities.

Peak hour ridership estimates range between 1,100 and 5,400 passengers per hour depending on the route segment, though no off-peak data has been shared. The commonly-accepted minimum threshold for bus rapid transit (BRT) service in an exclusive or partially-exclusive right-of-way (ROW) is 2,000 passengers per hour. The OGS is concerned that the ridership forecasts presented in the draft EPR do not demonstrate the minimum ridership thresholds to support BRT investment.

Jane Station: The land immediately to the west of the intermodal station at Jane Street is planned to accommodate 800 parking spaces, while the land further to the west is planned as potential transit-oriented development (TOD). To encourage transit use and promote a walkable environment the land closer to the station should instead be planned for TOD. If substantial parking is still required, it could instead be accommodated in the land further west.

GO Barrie (Concord) Station: The draft EPR identifies this station as a *Mobility Hub*, however this location is not in fact a Mobility Hub as designated by Metrolinx. For the purposes of the draft EPR, to be accurate the term can be changed to *transportation hub* or *transit node*.

References to the Growth Plan in the draft EPR: On page E-2, second paragraph under section E.4, please make the following correction to accurately reference the Growth Plan: "In line with the Provincial Province's Growth Plan **for the Greater Golden Horseshoe, 2006**,..." The reference should also be revised in the third paragraph in the same manner.

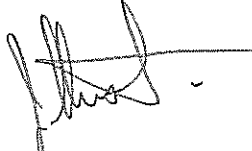
Map Legends: With only a few exceptions, the maps throughout the draft EPR lack legends. With a variety of differently coloured lines and other markings, a legend is absolutely necessary to understand the map.

In general, we are supportive of the 407 Transitway Transit Project Assessment Process as a long-term project to protect the corridor. As the TTC, YRT, and Metrolinx/GO Transit move forward with their system improvement plans, and as the municipalities along the 407 Transitway corridor proceed with their planning for residential and employment growth, we expect the need for and feasibility of the 407 Transitway to become clearer. If and when the Transitway is constructed, we will want to see a greater emphasis on ensuring transit-supportive land use densities, good

pedestrian and bicycle access to key trip generators/building entrances around major transit station areas, and good overall pedestrian-scale urban design.

Thank you again for the opportunity to provide input. We look forward to the next steps in the process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jamie Austin', with a horizontal line extending to the right.

Jamie Austin
Manager, Growth Policy

Cc: Tija Dirks, Director, Growth Policy, Planning and Analysis, Ontario Growth Secretariat
Lisa Salsberg, Manager, Policy and Systems Planning, Metrolinx
Greg Tokarz, Manager, Transit Infrastructure Policy, Ministry of Transportation
George Ivanoff, Senior Environmental Planner, Ministry of Transportation
Khaled El-Dalati, Vice President, Transportation Division, Delcan Corporation
Grant N. Kauffman, Environmental Planner, LGL Limited

Sowel Kang

From: "Grant Kauffman" <gkauffman@lgl.ca>
To: "Bingler, Trevor (PIR)" <Trevor.Bingler@ontario.ca>
Sent: Wednesday, August 01, 2007 4:16 PM
Subject: Re: Hwy 407 Transitway Planning and Preliminary Design Study

Trevor:

Thank you for your reply. We will update our contact information and keep you informed as the study progresses.

Grant

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

From: Bingler, Trevor (PIR)
To: gkauffman@lgl.com
Cc: Dirks, Tija (PIR) ; Kim, Mike (PIR)
Sent: Wednesday, August 01, 2007 4:12 PM
Subject: Hwy 407 Transitway Planning and Preliminary Design Study

Dear Mr. Kauffman,

Thank you for your letter of July 6, 2007 addressed to the Director of the Ontario Growth Secretariat in PIR, Tija Dirks, regarding the commencement of the Hwy 407 Transitway Planning and Preliminary Design Study.

Please note that the Secretariat was invited, in a separate letter, to participate in the Technical Review Group, and have accepted the invitation. Mike Kim from our office will participate.

Meanwhile, I will be the main contact from the Secretariat and please update the contact information to:

Trevor Bingler
Manager, Growth Policy
Ontario Growth Secretariat
ph. 416-325-5794
fax. 416-325-7403

thanks,

Trevor



**Ontario
Realty
Corporation** **Société
immobilière
de l'Ontario**

11th Floor
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 2G3
Tel: 416-212-6456

11^e étage
Edifice Ferguson
Queen's Park
Toronto, Ontario
M7A 2G3
Fax: 416-212-1131

July 27, 2007

Grant N. Kauffman, MES
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario
K7B 1A6

Via Email

Dear Mr. Kaufmann:

Re: ORC Comments for Highway 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00) – City of Vaughan, Town of Richmond Hill, Town of Markham (Regional Municipality of York), Planning and Preliminary Design Study

Thank you for circulating Ontario Realty Corporation (ORC) on your notice related to the proposed Planning and Preliminary Design Study for the Highway 407 Transitway from Highway 400 to Kennedy Road in the Regional Municipality of York.

ORC is the strategic manager of the provincial government's real property and has a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives. The protection of hydro corridor interests areas is also mandated to ORC, as ownership of these lands is now vested with the Province.

We are writing to provide you with the following initial comments for consideration and inclusion in your planning file.

Potential Negative Impacts to ORC Tenants and Lands

Our land use planning group has conducted a preliminary review of your notice and supporting information indicates that ORC managed lands are present in your study area. As a result, your proposal may have the potential to impact these lands and/or the activities of tenants present on ORC managed lands. Attached please see a map that identifies ORC managed lands within your study area to assist you in identifying and avoiding potential impacts. ORC manages PIR owned Parkway Belt Lands along the length of the study area. If there is interest or potential for use of these lands in any way, please contact Melissa Rossi, Land Use Planning Coordinator at (416) 327-8018 immediately to discuss next steps.

Negative impacts to land holdings, such as taking of developable parcels of ORC 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 planning documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present.

Potential Triggers related to ORC's Class EA

The Ontario Realty Corporation Class Environmental Assessment (ORC Class EA) applies to a range of realty and planning activities that may be triggered by alternatives being considered as part of this undertaking. The ORC Class EA applies to activities including leasing or letting, planning approvals, selling, easements, demolition and property maintenance and repair that could be triggered. Please refer to the ORC Class EA to determine whether or not the above undertaking will trigger the ORC Class EA. If triggers are present please contact ORC's General Manager of Environment and Heritage, David Smith at 416-326-3724 to discuss how these issues can be addressed so as to avoid duplication of efforts and study.

Concluding Comments

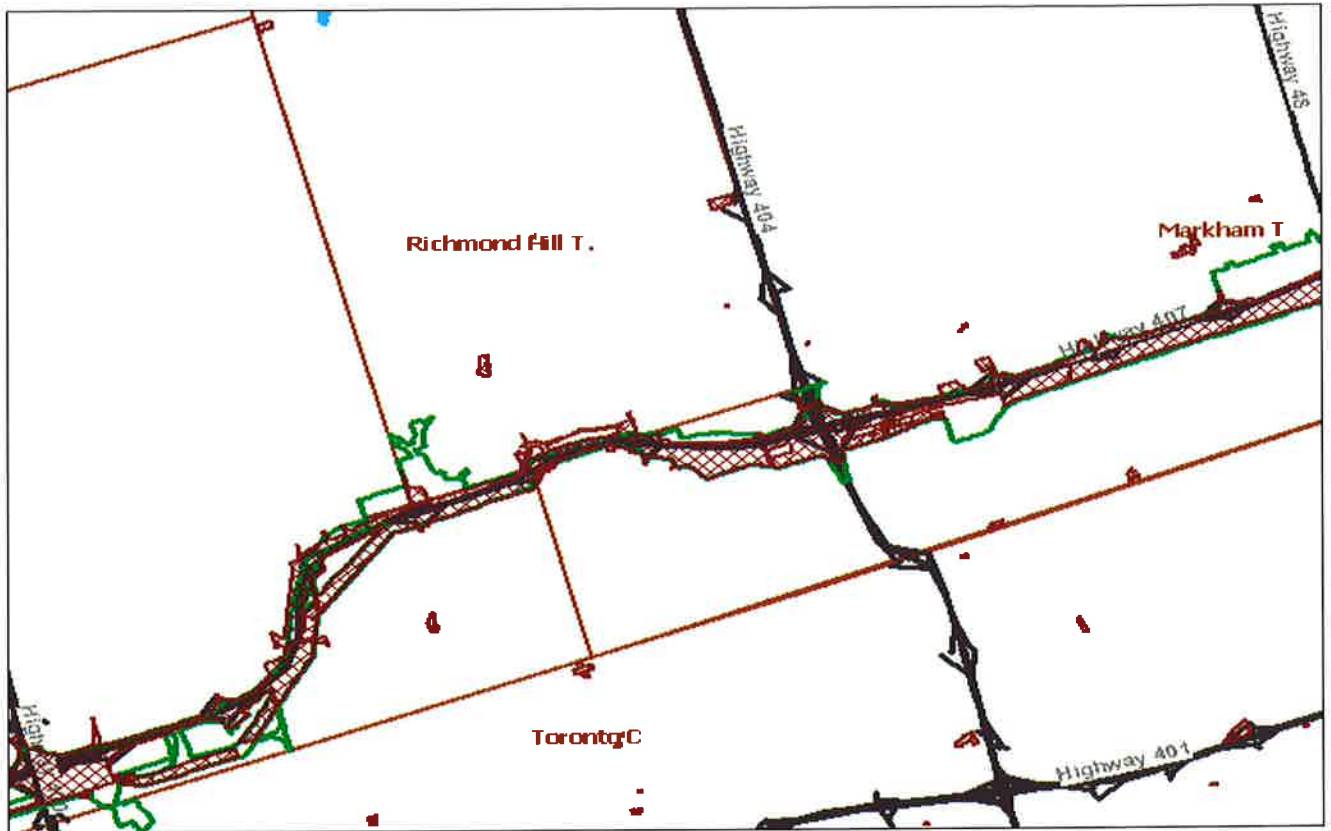
Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at 416-327-8018 or Melissa.Rossi@orc.gov.on.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melissa Rossi'.

Melissa Rossi, MES (Pl.)
Land Use Planning Coordinator,
Planning Services, Asset Review

Attachment 1: ORC Owned and/or Managed Lands in the Study Area Boundaries



Note: ORC/PIR lands are depicted by the red cross-hatching.

June 19, 2009

To Mr. Grant N. Kauffman,

**RE: 407 Transitway from 400 to Kennedy Road (GWP 252-96-00) City of Vaughan –
Planning and Preliminary Design Study**

Thank you for circulating Ontario Realty Corporation (ORC) on your Planning and preliminary Design Study. The ORC is the strategic manager of the government's real property 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, ORC is responsible for managing real property that is owned by the Ministry of Energy and Infrastructure (MEI). Our preliminary review of your notice and supporting information indicates that ORC-managed property is directly in the study area. As a result, your proposal may have the potential to impact this property and/or the activities of tenants present on ORC-managed lands. Attached please find a map that identifies these properties to assist you in identifying and avoiding potential impacts on ORC-managed lands.

Potential Negative Impacts to ORC 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, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and 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 ORC 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 EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. ORC requests circulation of the draft EA report prior to finalization if potential impacts to ORC-managed lands are present as part of this study.

Heritage Management Process & Class Environmental Assessment (EA) Process

Should the proposed activities impact cultural heritage features, on ORC managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The Ontario Realty Corporation Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: <http://www.ontariorealty.ca/What-We-Do/Heritage.htm>). Through this process, ORC identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that ORC considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MEI's Class EA

The ORC is required to follow the MEI Class Environmental Assessment Process for Realty Activities Not Related to Electricity Projects (MEI Class EA). The MEI 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 ORC Class EA please visit the Environment and Heritage page of our website found at <http://www.ontariorealty.ca/AssetFactory.aspx?did=2240>

If the MEI Class EA is triggered, and deferral to another ministry's or agency's Class EA or individual EA is requested, the alternative EA will be subject to a critical review prior to approval for any signoff of a deferral by the proponent. The alternative EA needs to fulfill the minimum criteria of the MEI Class EA. When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MEI Class EA (e.g., if the proponent identifies the need to acquire land owned by MEI, then "acquisition of MEI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MEI's/ORC's specific stakeholders, such as the Ontario Ministry of Natural Resources, must be documented with the relevant information corresponding to MEI's/ORC's undertaking and the associated maps. In addition to archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA), on ORC lands should also be incorporated into the alternative EA study. Deficiencies in any of these requirements could result in an inability to defer to the alternative EA study and require completing MEI's Class EA prior to commencement of the proposed undertaking.

In summary, the purchase of MEI-owned/ORC-managed lands or disposal of rights and responsibilities (e.g. easement) for ORC-managed lands triggers the application of the MEI Class EA. If any of these realty activities affecting ORC-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through ORC's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

If the project involves an individual EA and the undertaking directly affects all or in part any ORC-managed property, please send the undersigned a copy of the DRAFT Individual EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MEI Class EA requirements can be met through the EA study.

Concluding Comments

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,

A handwritten signature in black ink, reading "L. Myslicki". The signature is written in a cursive, flowing style.

Lisa Myslicki
Environmental Coordinator
Ontario Realty Corporation - Professional Services
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@ontariorealty.ca



August 12, 2010

Alia Eid
Transportation Division
Delcan Corporation
625 Cochrane Drive
Markham, ON, L3R 9R9

Sent via email

Dear Ms. Eid:

**Re: ORC Comments on 407 Transitway Environmental Assessment - Planning
& Preliminary Design Study (Highway 400 to Kennedy Road)**

The Ontario Realty Corporation (ORC) is a crown agency that has a fiduciary responsibility for the strategic management of the provincial land portfolio on behalf of the Ministry of Energy and Infrastructure (MEI). The portfolio includes individual properties as well as hydro corridor land used for the transmission of electricity. ORC's mandate is to maintain and optimize the value of the portfolio, while ensuring that real estate decisions reflect public policy objectives. ORC has been monitoring the progress of the above noted environmental assessment (EA) with regard to potential impacts and opportunities on provincially owned properties in the City of Vaughan and the Towns of Richmond Hill and Markham. A map showing the relationship between provincially owned lands and the technically preferred 407 Transitway alignment is provided as Appendix 1.

General Comments

We are pleased that the 407 Transitway study has progressed to the stage of Preliminary Design and appreciate the opportunity to provide our input. As a key element of an inter-regional transit system, we believe that the Transitway brings with it/offers/represents considerable potential for infill development and transit oriented development (TOD) opportunities on MEI lands. We do, however, have concerns that the proposed alignments and configurations could negatively impact this potential. We are concerned that opportunities to support more efficient transit oriented development which would create destinations along the alignment and create value and revenue generating opportunities for provincial holdings might be missed without proper consideration of such opportunities at this stage. ORC is concerned that additional consideration of environmental impacts is required in particular to ensure natural heritage features and the ORC Sustainability Framework is reflected in the context of proposed parking and large storage areas surrounding the stations. In addition, we are concerned that additional information is required to ensure the alignments and facilities do not negatively impact upon existing and planned Hydro corridor networks within the study area.



ORC's preliminary review of the technically preferred route of the 407 Transitway from Highway 400 to Kennedy Road suggests that several ORC managed MEI owned properties will be negatively impacted in terms of limiting future use, opportunity and value capture opportunities. In addition to the standardized response for this undertaking as provided by our Environment and Cultural Heritage group (please see attached letter from Lisa Myslicki of our office as Appendix 2), we would like to offer the following specific comments from a real estate perspective, on behalf of ORC and MEI, for inclusion in your EA. ORC would respectfully request a meeting with senior management of MTO and the EA project team to discuss these specific concerns in more detail prior to September 2010 with a written response to these comments to follow.

Potential Impacts to Specific ORC Managed Properties – Running West to East along the Proposed Alignment

Jane 407 Station and Surrounding MEI Lands

We recognize that the Ministry of Transportation (MTO) had been working with ORC to facilitate property arrangements for the future TTC subway station at this location and we appreciate your support in this regard. We hope to build upon this spirit of cooperation and collaboration as it relates to the lands west of the station. Of particular significance to ORC is the proposal to build two large maintenance and operations facilities on what is considered to be some of the most strategically located and valuable provincially owned lands in the GTA. This property, which is approximately 120 acres in size, is also proposed to accommodate a new power transmission line, a transitway station and associated surface parking lot, and the new subway station currently being planned by the TTC.

One proposed maintenance facility is expected to serve the busway in the short term and the second facility is proposed to serve the transitway if and when it is eventually converted to light rail. The proposal has the effect of limiting future opportunities for transit oriented development and employment uses at this key strategic location, thus negatively impacting value and future use opportunity. If some degree of transit oriented development is possible on this site, the costs for new infrastructure could be reduced through innovative alternative financing arrangement, the lease of air rights, etc. As such, we request that the design of the Transitway and supporting documentation speak to how transit oriented development could be achieved at this location.

We also request clarification on how the EA has considered other provincial land use objectives outlined in the Metrolinx Regional Transportation Plan, Provincial Policy Statement and Growth Plan to determine this preferred configuration. The City of Vaughan has also indicated an opportunity for transit oriented employment development at this location subject to Parkway Belt West Plan refinements.

According to the most recent design drawings the transitway running way is proposed to bisect this property, connecting the station to its terminus at Highway 400, essentially dividing the property in half. This alignment also increases the impact of the crossing of the hydro corridor east of Highway 400. Previous drawings reviewed by ORC, including those contained in the Functional Planning Report, have shown the alignment running along the northern and western boundary of the site (identified as Alternative Route A1

in the Functional Planning Report). We request additional information as to why the alignment has been changed.

ORC's Sustainability Framework and real estate directives call for greater justification from MTO on why such a large footprint is required for the O & M facilities and station parking. In particular, we note that several environmental features and their buffers that are part of Black Creek have been identified on the site. As part of ORC's Sustainability Framework we would require that such features be protected and that additional detail on mitigation measures related to stormwater management, etc. be included in your study. The ecological cost of surface parking and single uses should be examined in your EA documents. We would request that a cost benefit of elevated structured parking also be included to address the land cost of the proposed surface parking use.

As part of this EA we would request that any operations and maintenance yard be limited in size or situated on one of the several alternative sites MTO is protecting for, such as lands along Highway 407 near Hurontario Street, lands in Whitby, or lands along Highway 407 north of Highway 407 east of Centre Street where no subway station is planned and the value impact and opportunity cost would be less for such a long-term use. ORC would be happy to provide mapping or other information to assist MTO in evaluating these alternative sites.

In addition, we would request that the plan be reconsidered in light of opportunities to facilitate a storage maintenance yard in less valuable locations rather than this signature location. In 2009 ORC retained an independent firm to prepare an alternative land use concept for these lands to inform this EA, which identifies a smaller footprint for the O & M facility at this location. We would like to see this concept reflected to the extent possible in the final EA configuration (see Appendix 3 for concept by Weston Consulting Group and Paradigm Transportation).

Lands East of Keele south of Highway 407

Based on the design drawings, the transitway is proposed to run along the south side of Highway 407 at Keele Street, through part of the MEI lands east of Keele (see Appendix 1, Plate 1). As part of this EA or as part of a stand alone correspondence, ORC would request confirmation that MTO is releasing its hold on the balance of lands in this location after accounting for the transitway requirements.

Lands south of Racco Parkway East of Dufferin

Given that the transitway is proposed to run along the north side of Highway 407 at this location, ORC would like confirmation as part of this EA or as part of a stand alone correspondence that MTO no longer has an interest in any MEI owned land east of Dufferin and South of Highway 407 (see Appendix 1, Plate 2).

Lands north of 407 immediately east of Bathurst

ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location. This could include an office complex or some commercial/residential uses integrated with station design so

as to help increase the value of this property and create possible revenue streams for the province. We would be happy to offer advice in this regard and to work collaboratively with MTO to realize these opportunities.

Yonge Langstaff – MEI owned Parking Lot immediately south of the Voice of Vedas Temple, west of Yonge Street and north of Highway 407

ORC managed lands in this area include an approximately 5 acre portion of a woodlot and a 1 acre parking lot (see Appendix 1, Plate 3). The MEI lands are leased to the Voice of Vedas Temple and discussions are underway regarding the amount of land to be leased and the term of the lease or whether possible sale of a portion of the site is possible. These discussions are in part dependent upon the outcome of this MTO undertaking. Clarity on any setbacks at the site specific level would allow ORC to update our lease schedules and possibly facilitate the sale of any surplus lands in this area. ORC would request that impacts on developable land be limited to the extent possible and that a detailed plan showing the ultimate footprint with setbacks be prepared and sent to ORC when available to inform our lease discussions in this area.

Yonge Langstaff – Station Location East of Yonge Street

We would appreciate that the plan show an additional possible alternative in this location to take into account the recently approved Yonge Langstaff Gateway secondary plan for lands east of Yonge Street and south of Highway 407, which include MEI lands. At present, the Transitway station is configured to the north of this area when it could potentially be more appropriate to locate closer to the proposed development and on top of the existing GO Train Station. In our opinion a more southerly station that would intersect on top of the GO Train station between Highways 7 and 407 would better utilize non-developable provincial land for infrastructure and increase the value of nearby developable provincial lands. In addition, such a measure would appear to be far less costly than acquisition and construction associated with the current preferred alignment. Greater clarification and analysis of costs/benefits of acquisition and construction of this segment of the preferred alternative should be included as part of your EA.

Leslie and Highway 407 – Lands West of Leslie

ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location. This could include an office complex or some commercial/residential uses integrated with station design so as to help increase the value of this property and create possible revenue streams for the province. We would be happy to offer advice in this regard and to work collaboratively with MTO to realize these opportunities.

Leslie and Highway 407 - East Side of Leslie

As part of this EA, ORC would request confirmation that MTO is releasing its hold on the balance of lands located generally east of St. Roberts High School at the southwest corner of Highway 404 and Highway 407 (see Appendix 1,

Plate 4). We would also request that the alignment be adjusted so as to protect for the opportunity of a viable development block in this area. We recommend a commitment in the EA or in a stand alone letter to support removal of lands not required for the Transitway from the Parkway Belt West Plan subject to MAH review and approval.

Lands East of Woodbine and South of Highway 407

ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location. This could include an employment block or office complex or some commercial/residential uses integrated with station design so as to help increase the value of this property and create possible revenue streams for the province. We would be happy to offer advice in this regard and to work collaboratively with MTO to realize these opportunities.

Hydro Corridors

As noted in Ms. Myslicki's letter, negative impacts to land holdings, such as the taking of developable parcels of ORC- managed land or fragmentation of utility or transportation corridors (Hydro Corridors), should be avoided. Based on preliminary review, the proposed alignment of the 407 Transitway and a number of proposed stations would 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. We understand that you have been consulting with Les Hart, Real Estate Coordinator at Hydro One on this matter. Mr. Hart can provide further information on the status of their review.

Concluding Comments

Thank you for the opportunity to provide specific comments on this undertaking. Regarding our request to meet in the near future to discuss our concerns and opportunities for collaboration, please coordinate this through me by contacting me at 416-327-8018 or by e-mail at Jordan.Erasmus@ontariorealty.ca.

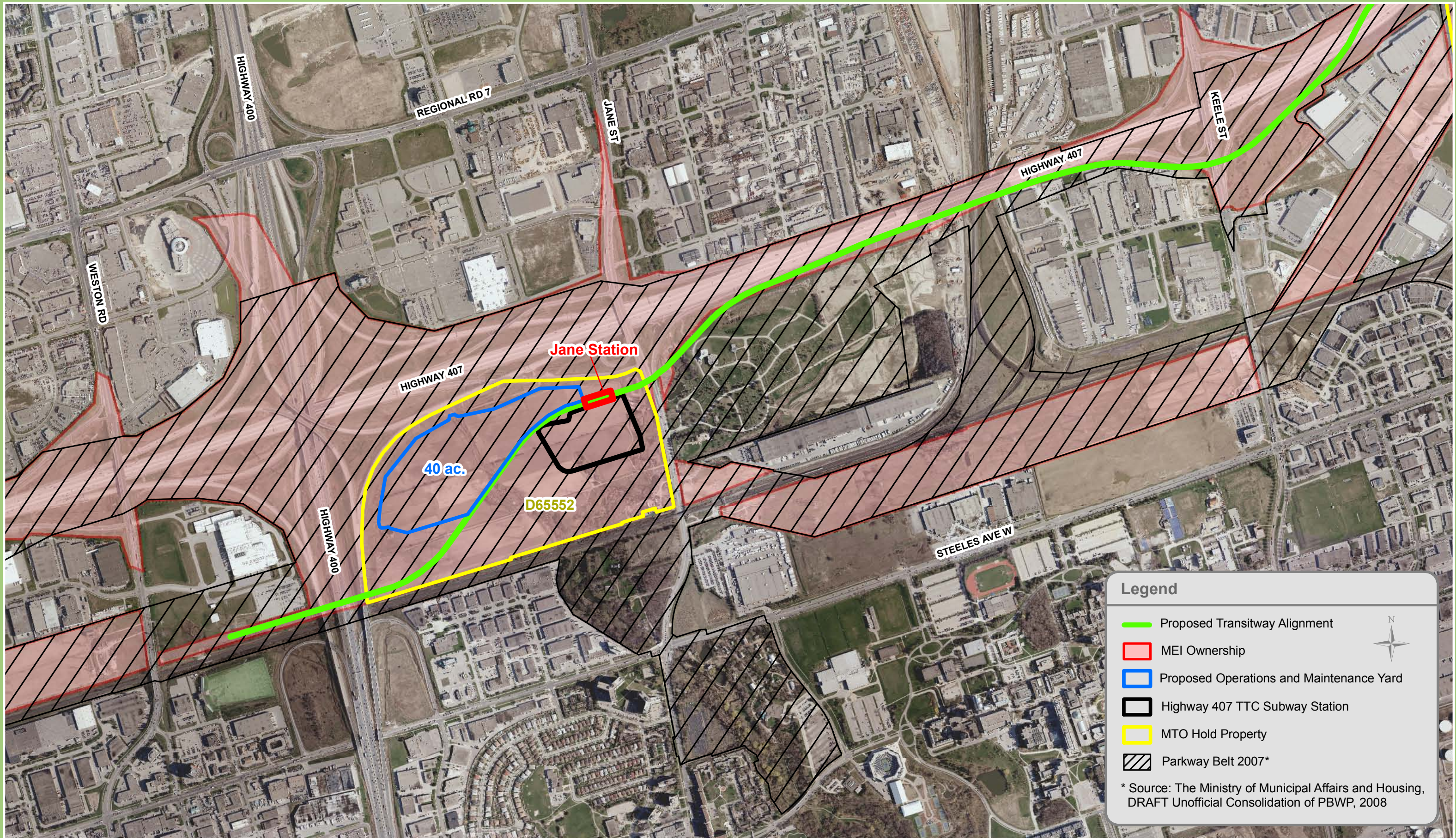
Sincerely,

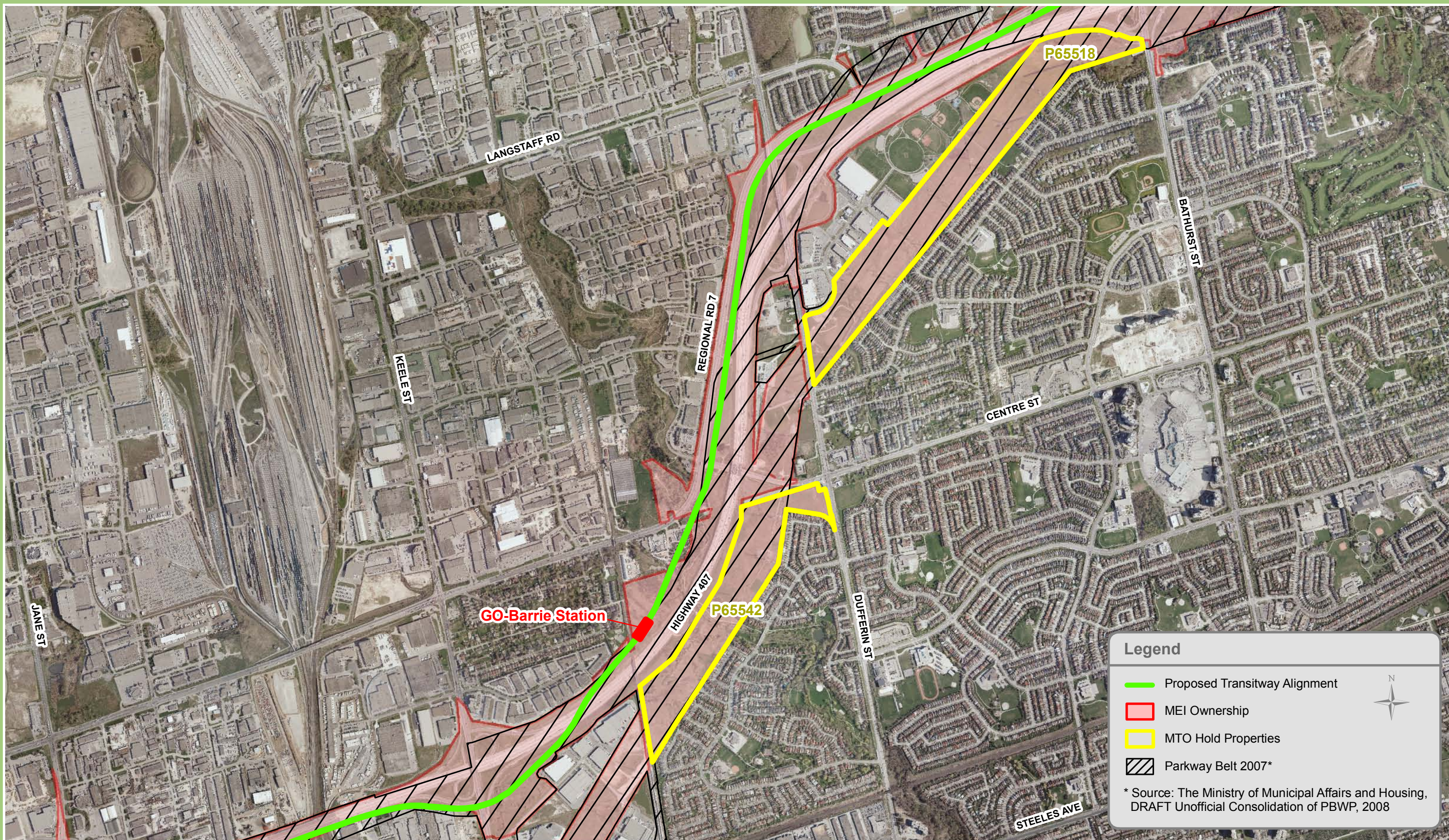


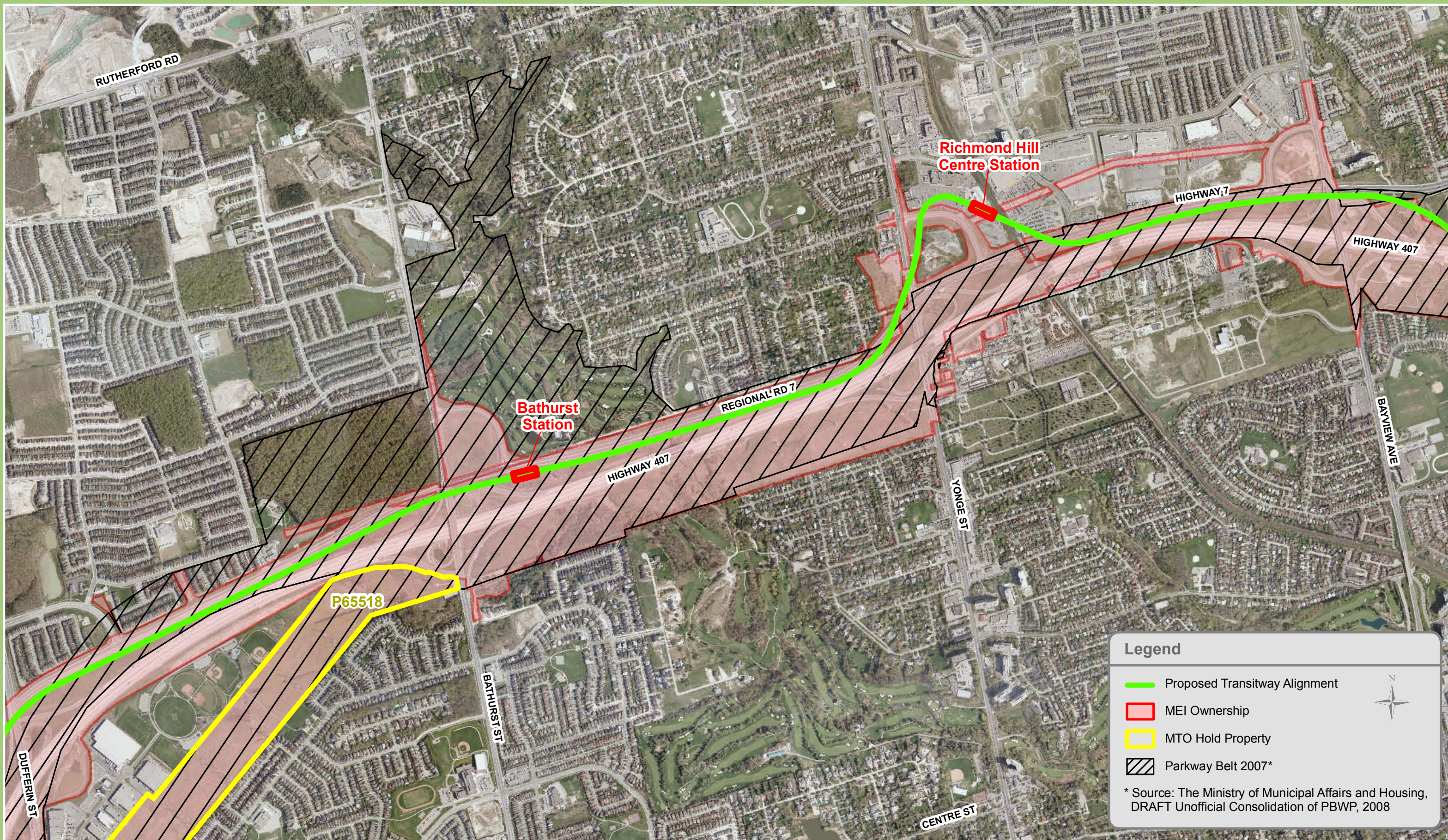
Jordan Erasmus, Planner

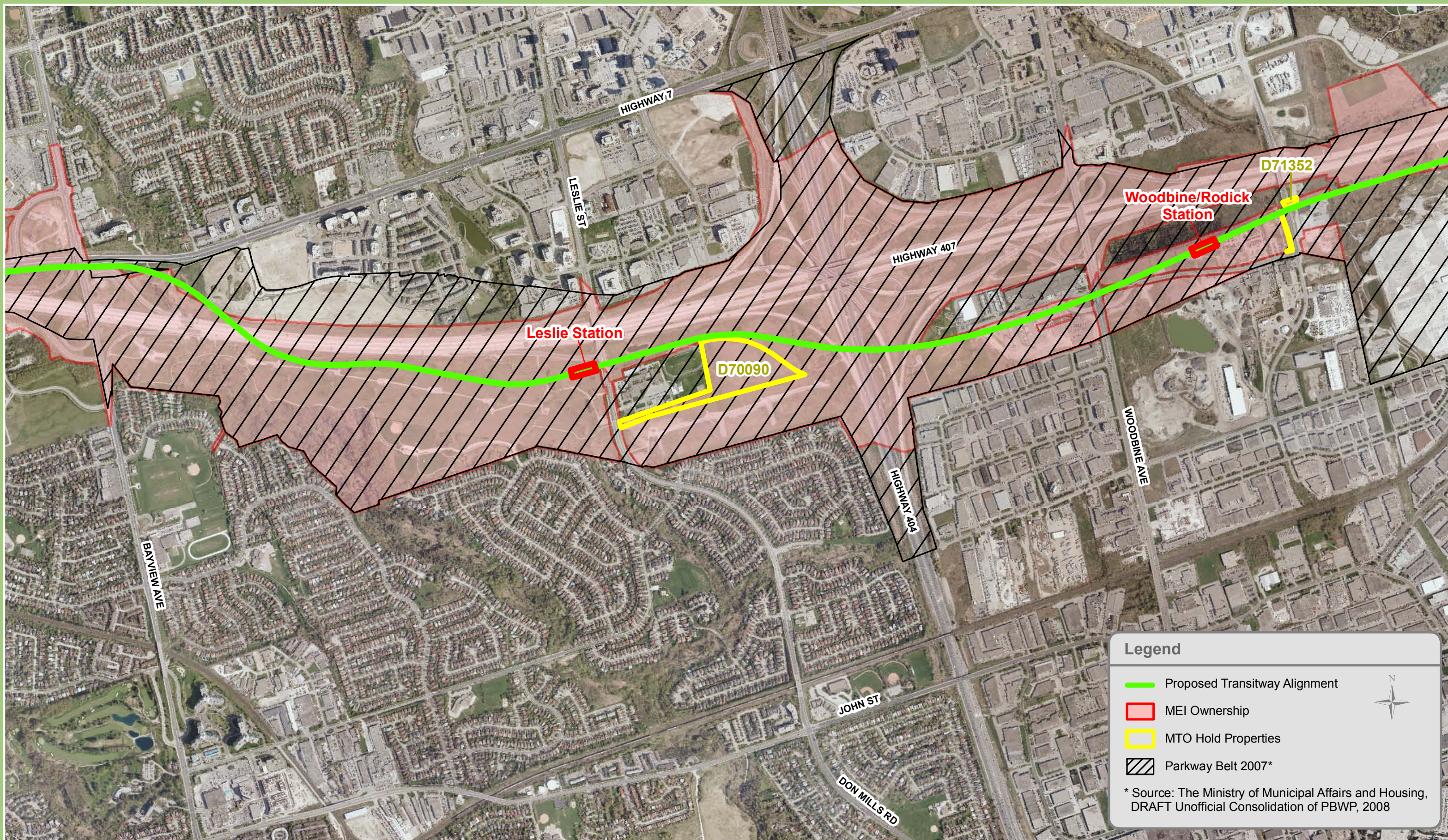
- c. Lou Politano, MTO
- Bruce Singbush, MEI
- Barbara Ko, MEI
- Patrick Grace, ORC
- Les Hart, HONI

Appendix 1: Overlay Maps





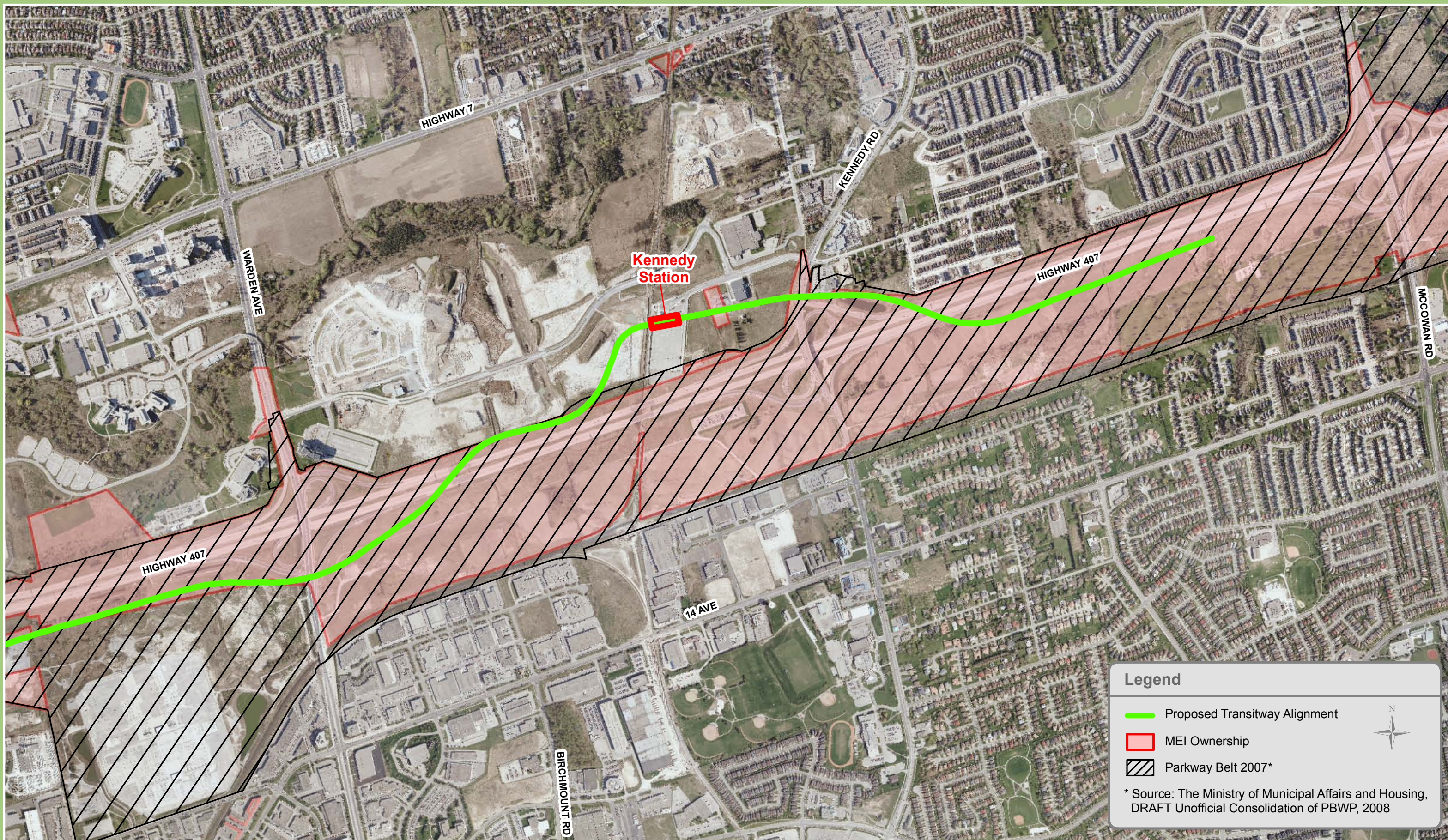




Legend

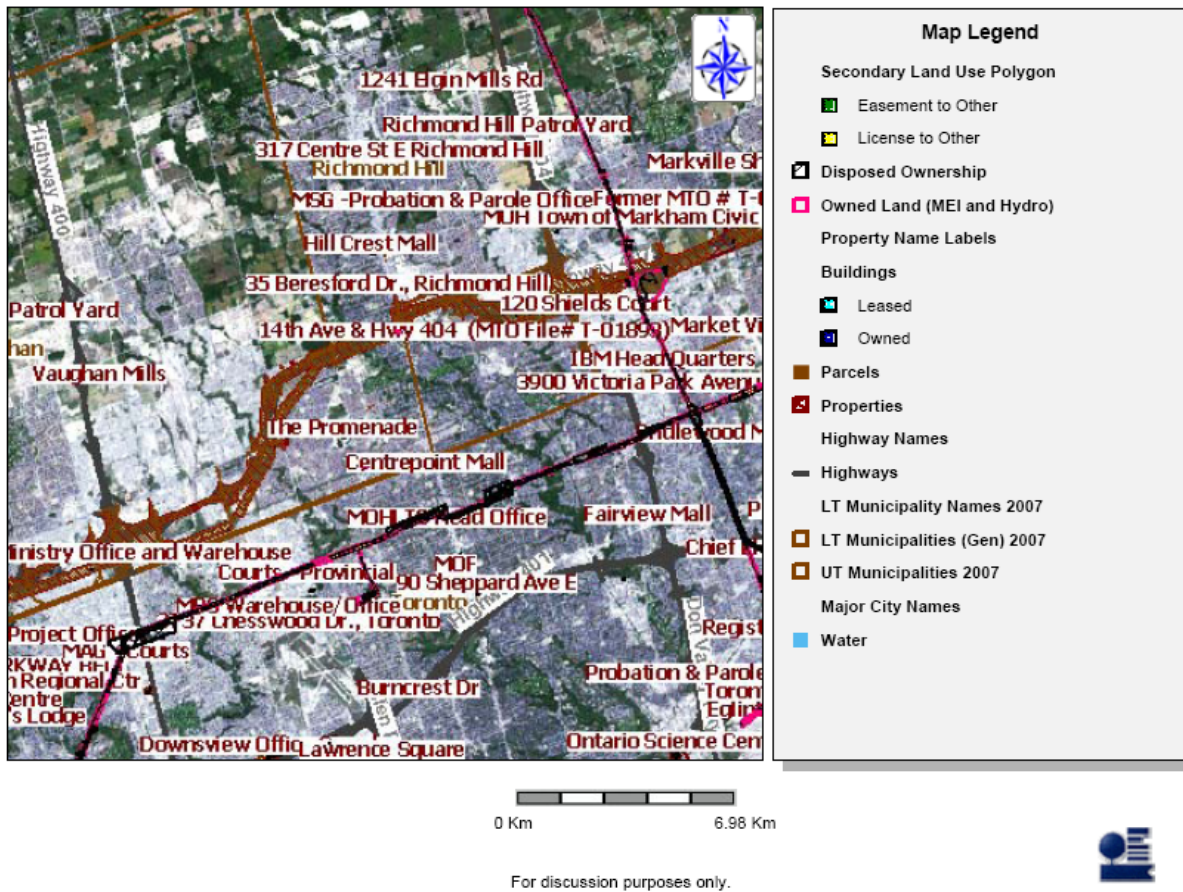
- Proposed Transitway Alignment
- MEI Ownership
- MTO Hold Properties
- Parkway Belt 2007*

* Source: The Ministry of Municipal Affairs and Housing, DRAFT Unofficial Consolidation of PBWP, 2008

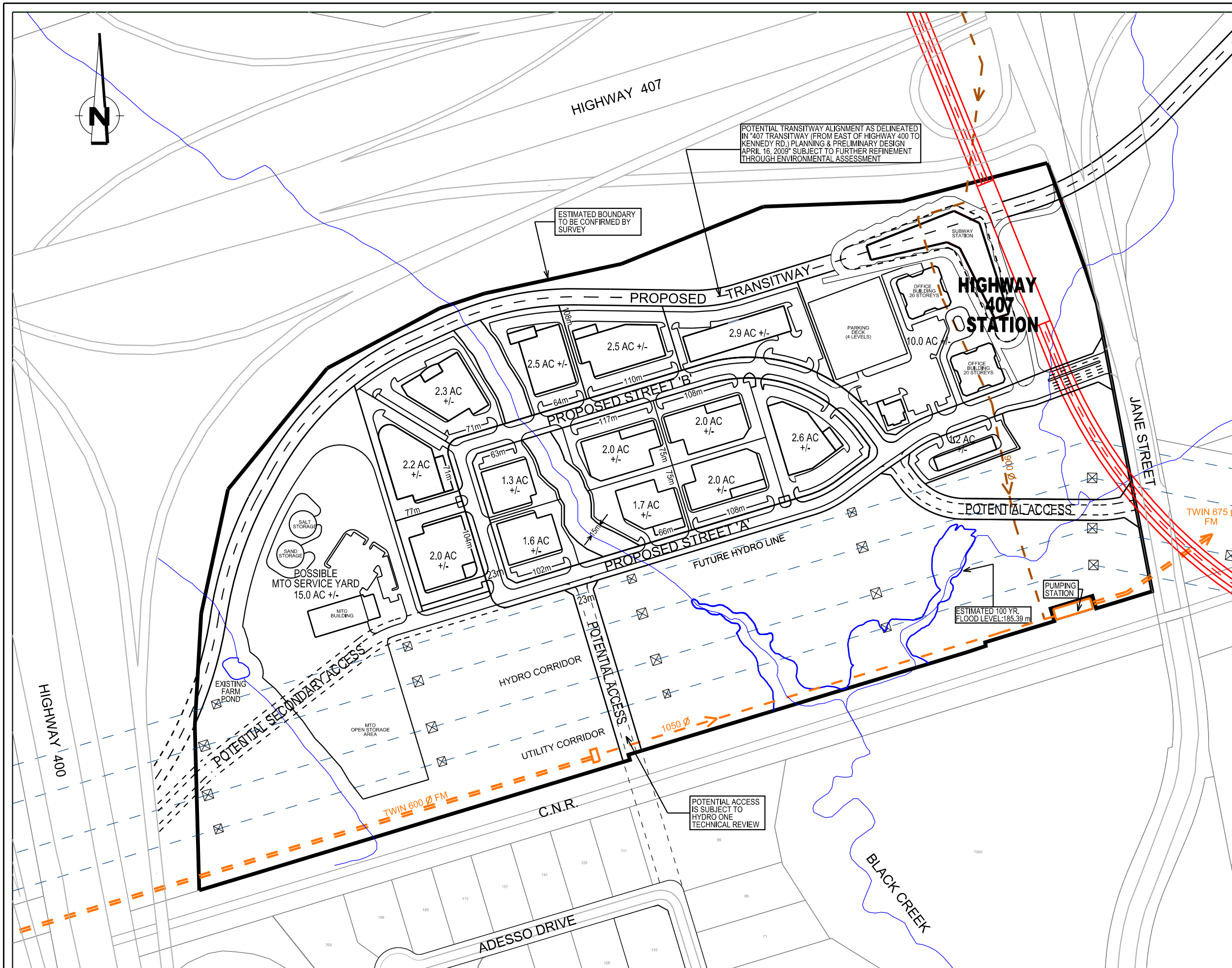


Appendix 2: ORC EA Response Letter

Appendix 1: Location of ORC property



Appendix 3: Conceptual Plan for Lands at Jane St. & Hwy 407



KEY PLAN



OPTION 3-1

FULL BUILDOUT INCLUDING
TRANSIT ORIENTED
DEVELOPMENT

DRAFT
FOR DISCUSSION
PURPOSES ONLY

LEGEND:

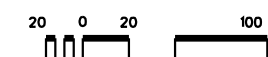
- APPROXIMATE LOCATION OF YORK DURHAM SANITARY SEWER
- APPROXIMATE LOCATION OF RELOCATED SANITARY SEWER
- TTC SUBWAY ALIGNMENT

NOTES:

- ESTIMATED BOUNDARY TO BE CONFIRMED BY SURVEY

DEVELOPMENT CONCEPT
ORC LANDS
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

SCALE



File Number: 4928
Date Drawn: 16 Mar 2010
Drawn By: S.M.
Checked By: T.C.
Date Revised:
CAD: 4928 OPTION 3-1 OCT 16 09.dgn

Drawing Number:

3-1

Tuesday, October 12, 2010

TT4003 File __ _

Jordan Erasmus, Planner
Ontario Realty Cooperation
One Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5

Dear Ms Erasmus:

**Re: Highway 407 Transitway Planning & Preliminary Design
From Highway 400 to Kennedy Road, G.W.P.: 252-96-00,
ORC Comments on the 407 Transitway Environmental Assessment**

The purpose of this letter is to provide a response to the ORC Comments sent to Delcan as they relate to the Transitway's Environmental Assessment process and Environmental Project Report (EPR) documentation.

Potential Impacts to Specific ORC Managed Properties – Running West to East Along the Proposed Alignment

1. Jane 407 Station and Surrounding MEI Lands

ORC Requests:

- * request that the design of the Transitway and supporting documentation speak to how transit oriented development could be achieved at this location
- * request clarification on how the EA has considered other provincial land use objectives outlined in the Metrolinx Regional Transportation Plan, Provincial Policy Statement and Growth Plan to determine this preferred configuration.
- * request additional information as to why the alignment has been changed – where the transitway runningway is proposed to bisect this property, connecting the station to its terminus at Highway 400, essentially dividing the property in half
- * Require that such features (environmental features and their buffered part of Black Creek identified on the site) be protected and that additional detail on mitigation measure related to stormwater management, etc. be included in your study. Request cost/benefit of elevated structure parking also be included to address the land cost of the proposed surface parking use.
- *Request that any operations an maintenance yard be limited in size or situated on one of the several alternative sites MTO is protecting for
- *Request that the plan be reconsidered in light of opportunities to facilitate a storage maintenance yard in less valuable locations rather than this signature location; want to see this concept reflected to the extent possible in the final EA configuration

Response:

As noted in ORC's letter, the provincially owned lands at this location have been protected since 1989 for multiple transportation uses supporting both the 407 Transitway and the Spadina Subway Extension currently under construction jointly by York Region and the Toronto Transit Commission. Final design for the latter has now identified the area required for the station, bus terminal and surface parking facilities. Their location and configuration stems from the need to maximize the efficiency of access to the subway by all modes from the sole entrance to the site on Jane Street.

With the subway station needs as a starting point, MTO's planning of the 407 Transitway requirements at this site has focussed on retaining lands closest to the subway for TOD by placing the maintenance facilities required for the Central Section on the portions more remote from the station facilities to the north and west. Also, the current EA Study's update of the previous (1998) assessment of alternative sites for both BRT and LRT maintenance facilities has confirmed that the Highway 400-Jane lands remain the preferred location for these facilities consolidated on a single site.

As outlined in the draft Environmental Project Report (EPR), the evaluation of several different site alternatives was conducted during the study. The selection criteria for the evaluation included:

- Proximity to transitway ROW and 407 Central Section/400 series highway operations centroid
- Site size and configuration – (parcel up to 18 ha req'd)
- Site ownership and acquisition cost
- Site topography (grading and drainage requirements)
- Compatibility with surrounding neighbourhood, (zoning, land uses & security)
- Site access from transitway and road network and surrounding traffic conditions
- Site servicing and utility relocation/ interface requirements
- Flexibility for expansion and protection of LRT maintenance and storage capability
- Environmental conditions and constraints

From the above selection criteria, it was deemed that the current proposed site, as identified in the 1989 Transitway Overview Study and 1998 Corridor Protection Study conducted by the MTO is the most suitable site for the O&M facilities.

As shown in the conceptual site plans made available at Public Open Houses and in the draft Functional Planning Report, development of a central headquarters bus and rail facility for simultaneous operation will require a combined area of approximately 16 ha at a minimum. Metrolinx/GO, the likely transitway service operator has already commented that the area allocated for bus maintenance may be less than desirable. While rapid transit service on the 407 Transitway will be bus-based initially, it is anticipated that even when the Central Section is converted to rail, buses will continue to operate on the sections to the west and east as well as on 400-series highway services. Hence, it is unlikely that the BRT facility could be replaced or converted for LRT vehicle maintenance.

Regarding transitway alignment alternatives on these Provincial lands, the original perimeter alignment identified in the 1998 study was reviewed for opportunities to segregate maintenance and storage uses from potential TOD land as well as to improve the geometry of the Highway 400 crossing and permissible speed through the undeveloped lands. These objectives are achieved with the more southerly runningway alignment now recommended and, in addition, the lands south of the runningway and east of the Black Creek tributary offer the potential for integrated development surrounding the subway station

incorporating future structured parking and air-rights where required. A small portion of the land west of the tributary would also be available for other uses compatible with a future LRT facility.

2. Lands East of Keele South of Highway 407

Request:

*MTO to provide, through a standalone correspondence, confirming that they are releasing their hold on the balance of MEI lands east of Keele street (as was illustrated in Appendix 1, Plate 1).

Response:

If the MEI lands east of Highway 400 remain protected for MTO transportation uses, MTO will provide stand alone correspondence confirming whether it has any continuing interest in the balance of the Keele lands after accounting for the runningway requirements.

3. Lands South of Racco Parkway East of Dufferin

Request:

*MTO to provide, through a standalone correspondence, confirming that they no longer have an interest in any MEI owned land east of Dufferin and south of Highway 407 (as was illustrated in Appendix 1, Plate 2).

Response:

*When the 407 Transitway EA is approved, MTO will indicate in stand-alone correspondence whether it has any continuing interest in these lands adjacent to the Hydro One right-of-way.

4. Lands North of 407 Immediately East of Bathurst

Request:

ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location; ORC offers their advice and to work collaboratively with MTO to realize these opportunities.

Response:

TOD opportunities have been evaluated for lands north of 407 immediately east of Bathurst. These lands, predominantly within the Bathurst Street to Highway 7 connector road loop, are required to accommodate transit station support facilities including park-and-ride, PPUDO and a feeder bus loop. The footprint of these facilities, to be used by both Viva and 407 Transitway, will occupy the entire property and access to them is constrained by existing intersections on Bathurst Street and Highway 7. Consequently, TOD would only be feasible if developed above structured parking and transit access facilities. Even if this were possible at higher cost, the single access location would not provide sufficient capacity for both transit and development uses.

5. Yonge Langstaff – MEI Owned Parking Lot Immediately South of The Voice of Vedas Temple, West Of Yonge Street And North Of Highway 407

Request:

* Clarity on any setbacks at the site specific level would allow ORC to update our lease schedules and possibly facilitate the sale of any surplus lands in this area;

* ORC would request that impacts on developable land be limited to the extent possible and that a detailed plan showing the ultimate footprint with setbacks be prepared and sent to ORC when available to inform our lease discussions in this area.

Response:

The proposed 407 Transitway alignment across the southeast corner of these lands is identified as the technically preferred alternative in the Transitway EA to be submitted at the end of 2010. If this alignment is unaffected by the on-going York Region review of Yonge Subway Extension and associated 407 Transitway alignments through the Richmond Hill/ Langstaff Centre lands, MTO will be in a position to provide a plan showing the ultimate footprint of transit facilities when the EA is approved. Conversely, if the Region's review recommends a different mobility hub solution, further analysis of 407 Transitway requirements will be required in 2011.

Impacts on developable lands adjacent to the proposed Transitway have been avoided and/or mitigated where possible. Delcan will prepare and provide ORC with a detailed plan showing the ultimate footprint with setbacks.

6. Yonge Langstaff – Station Location East of Yonge Street

Request:

* We would appreciate that the plan show an additional possible alternative in this location to take into account the recently approved Yonge Langstaff Gateway secondary plan for lands east of Yonge Street and south of Highway 407, which include MEI lands.

* Greater clarification and analysis of cost/benefits of acquisition and construction of this segment of the preferred alternative should be included as part of your EA.

Response:

The technically preferred alignment and station location for the 407 Transitway at the Richmond Hill Centre/Langstaff mobility hub has been selected to optimize the connectivity between the Transitway and the Yonge Subway Extension. The approved EA for the latter places the subway terminus station on the north side of Highways 407 and 7 consequently, the transitway station must be within 100-120 metres of the subway station and supporting feeder bus terminal to achieve a convenient transfer for the over 80% of the transitway riders connecting to other transit at this location.

MTO has developed an alignment that achieves this connectivity efficiently without any significant intrusion onto developable lands identified in the Richmond Hill Centre land use plan and at the same time with convenient access to the Langstaff lands south of Highway 407 through the existing underpass adjacent to the GO Line.

A transitway alignment remaining between Highways 7 and 407 was evaluated in the transitway EA alternatives analysis but, although less costly, was not pursued due to the resulting 450 - 600 metre walk required to reach either of the proposed Yonge Subway Extension stations in the area. Also, a station at this location straddling the GO station would still be 200-400 metres from the development core on the Langstaff lands and much further from the remainder of these lands.

Please refer to the EPR where further justification for the preferred station site and alignment are provided.

7. Leslie and Highway 407 – Lands West of Leslie

Request:

* ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location; ORC would be happy to offer advice in this regard and to work collaboratively with MTO to realize these opportunities.

Response:

TOD opportunities on lands west of Leslie were considered during transitway station development but were found to be severely constrained by existing Highway 407 stormwater drainage facilities, the German Mills tributary flood plain and the designated municipal utility corridor north of the Hydro One right-of-way. Consequently, TOD would only be feasible if developed above parking (potentially partially structured) and transit access facilities. While this may be possible on an air-rights basis, capacity for both transit and TOD traffic to access the site at the single intersection on Leslie Street may be problematic and would require further analysis.

8. Leslie and Highway 407 – East Side of Leslie

Request:

* As part of this EA, ORC would request confirmation that MTO is releasing its hold on the balance of lands located generally east of St. Roberts Hight School at the southwest corner of Highway 405 and Highway 407 (as was illustrated in Appendix 1, Plate 4).

* Also request that the alignment be adjusted so as to protect for the opportunity of a viable development block in this area. We recommend a commitment in the EA or in a stand alone letter to support removal of lands not required for the Transitway from the Parkway Belt West Plan subject to MAH review and approval.

Response:

MTO's planning of the Leslie Station has recognized the potential for future TOD on provincial lands east of Leslie Street and the St Robert Catholic High School. The proposed Leslie Street underpass will include a pedestrian walkway on the south side of the transitway to allow access from the lands east of the school to both the transitway station and any future LRT station in the Leslie Street median above. If, at some time in the future, the school is relocated or re-built, the school lands could be re-developed as an integrated TOD immediately adjacent to the station.

Further east, the Transitway alignment passes through a short cut section and then climbs on fill to reach the Highway 404 and ramps overpass. Both the cut and fill sections, would permit one or more grade separated access roads to lands north of the Transitway and south of Highway 407, potentially for parking.

MTO has identified the need to protect lands on the parcel between St. Robert Catholic High School and Highway 404 for a future Highway 404 Transit/407 Transitway interface. The planning and design of this interface will be done by MTO through a different exercise at a later date. This will determine the lands that will be available for development.

9. Lands East of Woodbine and South of Highway 407

Request:

* ORC recommends that TOD opportunities be evaluated and accommodated for as part of station development at this location. ORC would be happy to offer advice in this regard and to work collaboratively with MTO to realize these opportunities.

Response:

MEI land adjacent to the Woodbine/Rodick Station is almost entirely occupied by the Hydro One right-of-way. The only opportunity for TOD at this station is through re-development of the vacant privately-owned land between the Transitway and Highway 407. As noted in ORC's letter, this re-development could include an employment block or office complex integrated with the station with access under the elevated transitway east of the Woodbine overpass. MTO has recognized this potential and has accommodated this access in the Transitway design.

10. Hydro Corridors

Request:

* 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. Mr. Hart, from Hydro One, can provide further information on the status of their review.

Response:

Hydro One has been provided a copy of the technically-preferred alignment for technical approval and the study team is now awaiting the results of this review.

Summary

We appreciate the time taken to develop the comments provided to us and look forward to your participation in the October 13 Technical Resource Group meeting. Should you require further clarifications about the above, please contact the undersigned, to set up a meeting at your request.

Yours truly,

Khaled El-Dalati, P.Eng.

Vice President, Transportation Division

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October 27, 2010

Khaled El-Dalati
VP, Transportation Division
Delcan Corporation
625 Cochrane Drive
Markham, ON, L3R 9R9

Sent via email

Dear Mr. El-Dalati:

**Re: ORC Comments on 407 Transitway (Highway 400 to Kennedy Road)
Environmental Assessment – Draft Environmental Project Report
(September, 2010)**

The Ontario Realty Corporation (ORC) is a crown agency that has a fiduciary responsibility for the strategic management of the provincial land portfolio on behalf of the Ministry of Infrastructure (MOI). The portfolio includes individual properties as well as hydro corridor land used for the transmission of electricity. ORC's mandate is to maintain and optimize the value of the portfolio, while ensuring that real estate decisions reflect public policy objectives. ORC continues to monitor the progress of the above noted environmental assessment (EA) with regard to potential impacts and opportunities on provincially owned properties in the City of Vaughan and the Towns of Richmond Hill and Markham. ORC submitted comments on the Preliminary Planning and Design in August, 2010 and we would like to thank you for your thorough response to this submission and the opportunity to meet with you at the October 13th Technical Resource Group meeting. Your response and the information received at this meeting was considered in preparing the following comments on the Draft Environmental Project Report.

General Comments

We are pleased that the 407 Transitway study has progressed to this stage and appreciate the opportunity to provide further input. We understand that you intend to file the Environmental Project Report in late December. As a key element of an inter-regional transit system, we believe that with appropriate "future proofing" at this stage that the Transitway brings with it considerable potential for infill development and transit oriented development (TOD) opportunities on MOI lands. Despite the information contained in the draft EPR and your detailed response to our earlier letter, we continue to have concerns that the proposed alignments and configurations could negatively impact TOD potential resulting in a missed opportunity to reduce the cost of the project and advance local and provincial real estate, economic and land use objectives. In particular, we are concerned that opportunities to support more efficient TOD which would create destinations along the alignment, and create value and revenue streams for governments on provincial land holdings might be missed without proper consideration of such opportunities at this stage. We also believe that additional



consideration of environmental impacts is required in particular to ensure natural heritage features and the ORC Sustainability Framework is reflected in the context of proposed parking and large low density storage areas proposed surrounding the stations. In our opinion, opportunities to reduce ecological impacts from greenhouse gas emissions and more sustainable intensive built form along transit corridors should be maximized with this project. Furthermore, we are concerned that additional information is required to ensure the alignments and facilities do not negatively impact upon existing and planned hydro corridor networks within the study area. We would like to offer the following specific comments from a real estate perspective, on behalf of ORC, for inclusion in your EA.

Potential Impacts to Specific ORC Managed Properties – Running West to East along the Proposed Alignment

Jane 407 Station and Surrounding MOI Lands

In addition to other transit-related infrastructure and parking, two large operations and maintenance (O & M) facilities are proposed to be built on this property. One proposed maintenance facility is expected to serve the busway in the short term and the second facility is proposed to serve the transitway if and when it is eventually converted to light rail. Based on feedback received from Delcan and MTO, we understand that the two facilities will serve different functions and are required to accommodate the phasing in of light rail technology. We continue to emphasize, however, the need to consider and plan for the highest degree of transit oriented development (TOD) and employment uses possible at this location to maximize land value and transit use by non-commuters. In our opinion, development blocks for TOD should be more clearly defined and expanded in size in this location to reflect the strategic nature of this site.

In our earlier letter we requested but did not receive clarification on how the EA has considered other provincial land use objectives outlined in the Metrolinx Regional Transportation Plan, Provincial Policy Statement and Growth Plan to determine this preferred configuration. We also note that the City of Vaughan has also indicated an opportunity for transit oriented employment development at this location subject to Parkway Belt West Plan refinements. We emphasize the importance of articulating how these land use policy objectives have been considered and met in the final EPR. We would also encourage your team to be creative in terms of examining the opportunity for stratifying uses and fully examining the potential for secondary uses on the hydro corridor lands to offset the use of unencumbered development lands in this location.

We note that several environmental features and their buffers that are part of Black Creek have been identified on these lands and may be impacted by the large footprint required for the O & M facilities and station parking. As part of ORC's Sustainability Framework we would require that such features be protected and that additional detail on mitigation measures related to stormwater management, etc. be included in the final EPR. The ecological cost of surface parking and single uses should be examined in your EA documents. We would request that a cost benefit analysis of elevated structured parking be prepared inclusive of structures contain a mix of uses (e.g., podium stores, offices) and that the analysis include clear assumptions on the land cost of the proposed surface parking use.

In your response to our earlier letter, you explained that several different site alternatives were evaluated during the study using a set of selection criteria. Based on this evaluation, the current proposed site was determined to be the most suitable site for the O & M facilities. We do not agree that factors such as land cost, value capture and land use policies have been properly weighted and factored into this analysis. ORC would prefer that O & M facilities be located in a more industrial like setting. In the immediate study area this could include provincially owned Parkway Belt lands east and west of Woodbine and lands east and west of Warden south of Highway 407. We would request that MTO consider designing an alternative O & M facility on these lands where over 300 acres of provincial land holdings are located in a combination of Inter Urban Transit, Complementary Use and Electric Power Corridor Parkway Belt designations so as not to miss a potential prime TOD opportunity at this subway station location. We also note that MTO is protecting hundreds of acres of land for such uses including a site at Hurontario and 407 and at the 407 / 401 link interchange.

We request that the opportunity to locate O & M facilities elsewhere be carried forward into the next stage of study design and that an alternative O & M facility be planned elsewhere. We would be pleased to participate in facilitating such work on MOI lands in Markham. In addition, on this site we would request that an O & M facility be limited in size to the extent possible and that the opportunity to situate storage components as Hydro Corridor secondary uses be fully explored.

Lands East of Keele south of Highway 407

Based on the design drawings, the transitway is proposed to run along the south side of Highway 407 at Keele Street, through part of the MOI lands east of Keele. We look forward to receiving a stand alone correspondence confirming the extent of MTO interest in the balance of the lands as per your response to our earlier letter. We would also request confirmation of a minimum acceptable buffer distance from the edge of the 30m Transitway running way.

Lands south of Racco Parkway East of Dufferin

The transitway is proposed to run along the north side of Highway 407 at this location. We look forward to receiving a stand alone correspondence confirming whether MTO has any continuing interest in these lands as indicated in your response to our earlier letter.

Lands north of 407 immediately east of Bathurst

In our earlier letter, ORC recommended that TOD opportunities be evaluated and accommodated for as part of station development at this location. In your response, you indicated that TOD opportunities had been evaluated and that TOD would only be feasible if developed above structured parking and transit access facilities. However, the single access location would not provide sufficient capacity for both transit and development uses. We request that TOD opportunities and a solution to the access limitations be further explored as part of the final EPR. ORC real estate development staff would be pleased to assist in this analysis if it is helpful.

Yonge Langstaff – MOI owned Parking Lot immediately south of the Voice of Veda's Temple, west of Yonge Street and north of Highway 407

ORC managed lands in this area include an approximately 5 acre portion of a woodlot and a 1 acre parking lot. The MOI lands are leased to the Voice of Veda's Temple and discussions are underway regarding the amount of land to be leased and the term of the lease or whether possible sale of a portion of the site is possible. As indicated in our earlier letter, these discussions are in part dependent upon the outcome of this MTO undertaking. We look forward to receiving a plan showing the ultimate footprint of transit facilities with setbacks when the Transitway EA is approved as per your response to this letter.

Leslie and Highway 407 – Lands West of Leslie

In our earlier letter, ORC recommended that TOD opportunities be evaluated and accommodated for as part of station development at this location. In your response, you indicated that TOD opportunities west of Leslie were considered but were found to be severely constrained. Consequently, TOD would only be feasible if developed above parking and transit access facilities. We request that this option continue to be analyzed as part of this EA and at future design stages.

Leslie and Highway 407 - East Side of Leslie

In our earlier letter, ORC requested confirmation that MTO is releasing its hold on the balance of lands located generally east of St. Roberts High School at the southwest corner of Highway 404 and Highway 407. You responded that MTO has identified the need to protect lands on this parcel for a future Highway 404 Transit/407 Transitway interface and that the planning and design of this interface will be done through a different exercise. ORC requests additional information on this project, including anticipated timing of the planning and design exercise to ensure a piecemeal approach to development of this site is avoided. ORC would be pleased to work with MTO to develop a TOD concept for this site that would integrate a 404 Transit/407 Transitway interface as part of the design so as to create an office destination in this location.

Provincial Lands from 404 east to McCowan south of Highway 407

We would request that MTO consider all or a portion of light rail storage and O & M facilities proposed at the Jane / Highway 407 subway station to these lands taking into account Hydro One operational requirements. The employment industrial character of this area is more in keeping with the development of an O & M and storage area and would better protect the opportunity for TOD at the Jane / Highway 407 station.

Concluding Comments

Thank you for the opportunity to provide additional comments on this undertaking. If you require any further information, please contact me at 416-327-8018 or by e-mail at Jordan.Erasmus@ontariorealty.ca.

Sincerely,

A handwritten signature in cursive script that reads "Jordan Erasmus". The signature is written in dark ink and is positioned below the word "Sincerely,".

Jordan Erasmus, Planner

- c. Lou Politano, MTO
- Robb Minnes, MTO
- Patrick Grace, ORC
- John Mackenzie, ORC
- Bruce Singbush, MOI

Wednesday, December 8, 2010

TT4003 File 5-1A

Jordan Erasmus, Planner
Ontario Realty Cooperation
One Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5

Dear Ms Erasmus:

**Re: Highway 407 Transitway Planning & Preliminary Design
From Highway 400 to Kennedy Road, G.W.P.: 252-96-00,
ORC Comments on the 407 Transitway Environmental Assessment**

The purpose of this letter is to provide a response to the ORC Comments sent to Delcan on October 27, 2010 as they relate to the Transitway's Environmental Assessment process and Environmental Project Report (EPR) documentation. Below are your comments followed by the study team responses.

Potential Impacts to Specific ORC Managed Properties – Running West to East Along the Proposed Alignment

1. Jane 407 Station and Surrounding MEI Lands

Oct 27, 2010 Requests:

- We continue to emphasize the need to consider and plan for the highest degree of transit oriented development (TOD) and employment uses possible at this location to maximize land value and transit use by non-commuters.
- Development blocks for TOD should be more clearly defined and expanded in size in this location to reflect the strategic nature of this site.
- In our earlier letter we requested but did not receive clarification on how the EA has considered other provincial land use objectives outlined in the Metrolinx Regional Transportation Plan, Provincial Policy Statement and Growth Plan to determine this preferred configuration.
- The City of Vaughan has also indicated an opportunity for transit oriented employment development at this location subject to Parkway Belt West Plan refinements.
- We emphasize the importance of articulating how these land use policy objectives have been considered and met in the final EPR.
- We would also encourage your team to be creative in terms of examining the opportunity for stratifying uses and fully examining the potential for secondary uses on the hydro corridor lands to offset the use of unencumbered development lands in this location.
- We note several environmental features and their buffers that are part of Black Creek have been identified on these lands and may be impacted by the large footprint required for the O & M facilities and station parking.
- As part of ORC's Sustainability Framework we would require that such features be protected and that additional detail on mitigation measures related to stormwater management, etc. be included in the final EPR. The ecological cost of surface parking and single uses should be examined in your EA documents.
- We would request that a cost benefit analysis of elevated structured parking be prepared inclusive of structures contain a mix of uses (e.g., podium stores, offices) and that the analysis include clear assumptions on the land cost of the proposed surface parking use.

- Several different site alternatives were evaluated during the study. We do not agree that factors such as land cost, value capture and land use policies have been properly weighted and factored into this analysis.
- ORC would prefer that O & M facilities be located in a more industrial like setting. In the immediate study area this could include provincially owned Parkway Belt lands east and west of Woodbine and lands east and west of Warden south of Highway 407.
- We would request that MTO consider designing an alternative O & M facility on these lands where over 300 acres of provincial land holdings are located in a combination of Inter Urban Transit, Complementary Use and Electric Power Corridor Parkway Belt designations so as not to miss a potential prime TOD opportunity at this subway station location.
- We also note that MTO is protecting hundreds of acres of land for such uses including a site at Hurontario and 407 and at the 407 / 401 link interchange.
- We request that the opportunity to locate O & M facilities elsewhere be carried forward into the next stage of study design and that an alternative O & M facility be planned elsewhere.
- We would be pleased to participate in facilitating such work on MOI lands in Markham.
- In addition, on this site we would request that an O & M facility be limited in size to the extent possible and that the opportunity to situate storage components as Hydro Corridor secondary uses be fully explored.

Response:

As noted in ORC's letter, the provincially owned lands at this location have been protected since 1989 for multiple transportation uses supporting both the 407 Transitway and the Spadina Subway Extension currently under construction jointly by York Region and the Toronto Transit Commission (TTC).

With the subway station needs as a starting point, MTO's planning of the 407 Transitway requirements at this site has focussed on retaining lands closest to the subway for TOD by placing the maintenance facilities required for the Central Section on the portions more remote from the station facilities to the north and west. A cost benefit analysis of elevated structured parking inclusive of structures containing mixed uses could be carried out in consultation with the TTC and York Region at the time the Transitway Detailed Design is initiated and TOD opportunities are pursued.

As outlined in the draft Environmental Project Report (EPR), the evaluation of several different site alternatives was conducted during the study. The selection criteria for the evaluation included:

- Proximity to transitway ROW and 407 Central Section/400 series highway operations centroid;
- Site size and configuration – (parcel up to 18 ha required);
- Site ownership and acquisition cost;
- Site topography (grading and drainage requirements);
- Compatibility with surrounding neighbourhood, (zoning, land uses & security);
- Site access from transitway and road network and surrounding traffic conditions;
- Site servicing and utility relocation/interface requirements;
- Flexibility for expansion and protection of LRT maintenance and storage capability; and,
- Environmental conditions and constraints.

Site alternatives considered included options within the 300 acres of provincial land holdings in the Parkway Belt lands east of Highway 404 in Markham, most of which is highway or hydro right-of-way, as noted. All other publicly-owned parcels are narrow and constrained by Highway 407 and the hydro right-of-way. In the case of the later, the only components of an O & M facility that may be acceptable as a hydro corridor secondary use are employee parking facilities. The only other Parkway Belt land in the Central Section suitable for a functional maintenance facility is Site B, protected land for Keele Street

Station east of Keele Street for BRT and private land between Woodbine Avenue and Rodick Road for LRT, which requires acquisition (further defined in the evaluation of site alternatives in section 5.5.4 of the Final EPR to be released on December 24th, 2010 to the public). Protected sites in the western portion of the 407 Transitway, beyond the central section study limits, are not practical to serve a system through the central section. Any other new options that may become available at the time Detailed Design commences can always be considered through an amendment to this Environmental Assessment.

From a review of the site evaluation, MTO still believes that the current proposed site, as identified in the 1989 Transitway Overview Study and 1998 Corridor Protection Study conducted by the MTO is the most suitable site for the O & M facilities.

As shown in the conceptual site plans made available at the Public Open Houses and in the draft Functional Planning Report, development of a central headquarters bus and rail facility for simultaneous operation will require a combined area of approximately 16 ha at a minimum. Metrolinx/GO, the likely transitway service operator has already commented that the area allocated for bus maintenance may be less than desirable. While rapid transit service on the 407 Transitway will be bus-based initially, it is anticipated that even when the Central Section is converted to rail, buses will continue to operate on the sections to the west and east as well as on 400-series highway services. Hence, it is unlikely that the BRT facility could be replaced or converted for LRT vehicle maintenance.

2. Lands East of Keele South of Highway 407

Oct 27, 2010 Requests:

We look forward to receiving a standalone correspondence confirming the extent of MTO interest in the balance of the lands as per your response to our earlier letter.

We would also request confirmation of a minimum acceptable buffer distance from the edge of the 30m Transitway running way.

Response:

As indicated in our previous response, if the MEI lands east of Highway 400 remain protected for MTO transportation uses, MTO will be able to discuss whether it has any continuing interest in the balance of the Keele lands after accounting for the runningway requirements following EA approval.

3. Lands South of Racco Parkway East of Dufferin

Oct 27, 2010 Requests:

The transitway is proposed to run along the north side of Highway 407 at this location. We look forward to receiving a standalone correspondence confirming whether MTO has any continuing interest in these lands as indicated in your response to our earlier letter.

Response:

As was indicated in our previous response, when the 407 Transitway EA is approved, MTO will be able to discuss whether it has any continuing interest in these lands adjacent to the Hydro One right-of-way.

4. Lands North of 407 Immediately East of Bathurst

Oct 27, 2010 Requests:

We request that TOD opportunities and a solution to the access limitations be further explored as part of the final EPR. ORC real estate development staff would be pleased to assist in this analysis if it is helpful.

Response:

As previously stated, the connector road loop at Bathurst Street and Highway 7 limits available land for use as a TOD opportunity. As you stated, the footprint of the loop is occupied with the transit station support facilities. The option of having development occur above a structured parking scenario would be difficult to accommodate with the single access location. An additional access point to the connector loop, either along Highway 7 or Bathurst Street, is not feasible due to higher costs, the potential for increased congestion, and municipality standards for minimum distances between intersections.

5. Yonge Langstaff – MEI Owned Parking Lot Immediately South of The Voice of Vedas Temple, West Of Yonge Street And North Of Highway 407

Oct 27, 2010 Requests:

MOI lands are leased to the Voice of Vedas Temple and discussions are underway regarding the amount of land to be leased and the term of the lease or whether possible sale of a portion of the site is possible. These discussions are in part dependent upon the outcome of this MTO undertaking.

ORC requests a plan showing the ultimate footprint of transit facilities with setbacks when the Transitway EA is approved as per your response to this letter.

Response:

If the proposed 407 Transitway alignment across the southeast corner of these lands are unaffected by the on-going York Region review of Yonge Subway Extension and associated 407 Transitway alignments through the Richmond Hill/ Langstaff Centre lands, MTO will then be in a position to provide a plan showing the ultimate footprint of transit facilities when the EA is approved. Conversely, if the Region's review recommends a different mobility hub solution, further analysis of 407 Transitway requirements will be required..

Impacts on developable lands adjacent to the proposed Transitway have been avoided and/or mitigated where possible. MTO will provide ORC with a detailed plan showing the ultimate footprint with setbacks after EA approval has been obtained.

6. Leslie and Highway 407 – Lands West of Leslie

Oct 27, 2010 Requests:

We request that the option of having the TOD opportunity expressed through development above parking and transit access facilities continue to be analyzed as part of this EA and at future design stages.

Response:

As stated in our previous response letter, TOD would only be feasible if developed above parking (potentially partially structured) and transit access facilities. While this may be possible on an air-rights basis, capacity for both transit and TOD traffic to access the site at the single intersection on Leslie Street may be problematic and would require further analysis. Furthermore, adding more access points on Leslie Street may not be feasible within municipality intersection design standards.

7. Leslie and Highway 407 – East Side of Leslie

Oct 27, 2010 Requests:

In our earlier letter, ORC requested confirmation that MTO is releasing its hold on the balance of lands located generally east of St. Roberts High School at the southwest corner of Highway 404 and Highway 407. You responded that MTO has identified the need to protect lands on this parcel for a future Highway 404 Transit/407 Transitway interface and that the planning and design of this interface will be done through a different exercise.

ORC requests additional information on this project, including anticipated timing of the planning and design exercise to ensure a piecemeal approach to development of this site is avoided. ORC would be pleased to work with MTO to develop a TOD concept for this site that would integrate a 404 Transit/407 Transitway interface as part of the design so as to create an office destination in this location.

Response:

The timing of the future Highway 404 Transit/407 Transitway interface planning and design is not known at this time.

MTO appreciates ORC's offer to work with MTO to develop a TOD concept for this site that would integrate a 404 Transit/407 Transitway interface as part of the design so as to create an office destination in this location. Upon commencement of the planning and design, MTO will contact ORC to discuss assistance with site development.

8. Provincial Lands from 404 east to McCowan south of Highway 407

Oct 27, 2010 Request:

We would request that MTO consider all or a portion of light rail storage and O & M facilities proposed at the Jane/Highway 407 subway station to these lands taking into account Hydro One operational requirements. The employment industrial character of this area is more in keeping with the development of an O&M and storage area and would better protect the opportunity for TOD at the Jane / Highway 407 station.

Response:

As requested, the consideration of the provincial lands from Highway 404 to McCowan Road, on the south side of Highway 407 as an alternate location for the O&M facilities has been undertaken. However, due to the limited space available between the Hydro Corridor and Highway 407's existing embankment, the placement of the LRT O&M facility on provincial lands would not allow an operationally acceptable facility based on the parcel sizes shown in plans provided by ORC subsequent to your letter. The only option to free up space at the Jane and Highway 407 station would involve separating the BRT and LRT facilities with the latter placed on privately owned lands east of Woodbine south of Highway 407 (Magna Lands). As was previously stated, the O&M site selection underwent a thorough evaluation to confirm the Jane/Highway 407 station site as the preferred location for both facilities. The evaluation criteria and process are outlined in the Draft EPR that was submitted to the ORC.

Summary

We appreciate the time taken to develop the comments provided to us.

Yours truly,



Khaled El-Dalati, P.Eng.
Vice President, Transportation Division

Cc: Robb Minnes, MTO, Project Manager

Ministry
of the
Environment

5775 Yonge Street
8th Floor
North York, ON M2M 4J1

Technical Support Section
Central Region

Ministère
de
l'Environnement

5775, rue Yonge
8^e étage
North York, ON M2M 4J1

Région du Centre



Tel: (416) 326-6700
Fax: (416) 325-6345

July 26, 2007

Grant N. Kauffman
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6

RE: Highway 407 Transitway from Highway 400 to Kennedy Road
Ministry of Transportation
Class Environmental Assessment
Notice of Commencement
Our File: EA 03-03-05

RECEIVED

JUL 30 2007

BY LGL LIMITED

Dear Mr. Kauffman:

This letter is our response to your Notice of Commencement for the above noted project. This response acknowledges that the Ministry of Transportation (MTO) has indicated that its study is following the approved environmental planning process for a **Group A** project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA).

On the basis of our review of the information submitted, we are providing the following general comments to assist you and your project team members in the proposed undertaking:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible and MTO's Transportation Environmental Study Report (TESR) should describe mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features need to be identified and described in further detail in order to assess potential impacts and to develop appropriate mitigation measures. Our records confirm a number of sensitive environmental features are located within or adjacent to the Study Area, including but not limited to:
 - Baker's Woods Provincially Significant Area of Natural and Scientific Interest (ANSI);
 - Wooded areas; and,

- Several watercourse crossings.

We recommend consulting with the Ministry of Natural Resources (MNR), your local conservation authority, and Fisheries and Oceans Canada (DFO) regarding the protection of these sensitive features.

- Our records indicate that there are Rare Species of flora and/or fauna adjacent to the Study Area. MNR should be contacted to determine if special measures or additional study will be necessary to preserve and protect these significant species.
- The local municipality's Official Plan policies related to ecosystem protection within the Study Area should be referenced to ensure that all environmental protection policies are satisfied. The TESR should also discuss the levels of growth proposed for the area, how this proposal addresses those levels of growth, and how the transitway will affect local traffic flows.

Provincial Policy Statement

- The 2005 Provincial Policy Statement contains policies that protect Ontario's Natural Heritage, including significant ANSIs such as the Baker's Woods. Applicable policies should be referenced in the TESR, and the proponent should demonstrate how this proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts.

Groundwater/Surfacewater

- Our records show that there are several watercourse crossings along the Study Area, therefore the TESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of the watercourses. Measures should be included in the planning and design process to ensure that any watercourses are protected and restored as part of the proposed transitway. Opportunities for ecological restoration include activities such as:
 - re-establishing aquatic ecosystem linkages;
 - restoring natural streambanks; and,
 - re-establishing riparian cover.
- Measures should be included in the planning and design process and described in the TESR to ensure that sediment discharge from construction activities and transitway operations will be minimized and that there will be no ecological impacts to local watercourses. Exposed areas should be kept to a minimum at all times in order to minimize the potential for erosion. The *MOE Guidelines for Evaluating Construction Activities Impacting on Water Resources* (Guideline B-6) should be utilized during planning and construction phase of this project.

- Strategies to address potential water quantity and erosion impacts related to stormwater into streams and wetlands should be incorporated into the study documentation, and these measures should ensure that adequate water quality is maintained. The MOE's *Stormwater Management Planning and Design Manual* (2003) should be referenced when designing stormwater control methods.
- Our records indicate that there are a number of ground water wells in the Study Area. Care should be taken to ensure that those water supplies will not be adversely affected by construction activities. The primary concerns include the contamination and potential disruption of groundwater movement, particularly in the case of shallow wells. Background data should be obtained to define existing water quality and quantity and their relationships, and this information should be included in the TESR.
- De-watering associated with construction activities may temporarily impact local groundwater wells and interfere with baseflow to streams. In addition, the dispersal of pumped water can affect a receiving watercourse. A temporary PTTW will be required should any de-watering taking exceed 50,000 litres per day. Please note that the Ministry of the Environment has implemented a new Permit to Take Water (PTTW) program. Consultation with the Permit to Take Water Manual (April 2005) is recommended for information on how the Water Taking and Transfer Regulation 387/04 under the *Ontario Water Resources Act* and improvements to the PTTW program have been implemented. Studies prepared as part of the Class EA process should be carried out to a sufficient level of detail to determine if a PTTW, or any other approvals, will be required for this undertaking. The TESR should clearly identify if a PTTW or any other approvals are expected to be necessary.
- We recommend preparing a Contingency Plan for dealing with potential adverse effects on surface water (e.g. spills) and groundwater (e.g. well impacts), and including a description of this plan in the TESR.

Dust and Noise

- The TESR should consider the potential impacts of increased noise levels due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives. Please refer to the *MTO/MOE Noise Protocol (1996)*.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the Study Area are not adversely affected during construction activities. If dust suppressants are proposed to be used, we recommend the use of non-chloride based compounds to protect water quality.

Contaminated Soils

- Since the removal and/or movement of soils may be required, they should be tested for contaminants resulting from previous land uses or dumping. If the soils are contaminated, the proponent must decide how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and the Records of Site Condition Regulation (O.Reg. 153/04) which details the new requirements related to site assessment and clean up. More information is available online at our website via the Brownfields link. If contaminated sites are identified in or adjacent to the Study Area, the MOE York-Durham District Office in Ajax should be contacted.
- Our records indicate there may be underground storage tanks within the Study Area. Measures must be taken to ensure the integrity of these tanks and to ensure that if a spill occurs that it is assessed and cleaned up appropriately. The Ministry's Spills Action Centre must be contacted in such an event.

Mitigation and Monitoring

- Design and construction report(s) and plans should be based on a best management approach that centres on the prevention of impacts, protection of existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction activities must receive proper disposal in accordance with MOE requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation work are met. Mitigation measures should be clearly referenced in the TESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the TESR.

Class EA Process

- The TESR report should provide clear and complete documentation of the planning process in order to allow traceability of decision-making. It must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, it should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs

proponents to include copies of comments submitted on the project, and the proponent's responses.

- Any supporting studies conducted during the Class EA process (e.g. natural environment, hydrology) should be referenced and included as part of the TESR.
- We have listed above several ministry guides available to assist you in planning this project. These are available at <http://www.ene.gov.on.ca> under the publications link. We encourage the proponent to review all the available guides and reference those applicable throughout the TESR.
- Please include, in the TESR, a list of all subsequent permits/approvals that may be required for the implementation of the preferred alternative. The proponent should consider if the proposed project will require approval under the *Canadian Environmental Assessment Act* (CEAA) and document this in the TESR.

First Nation Consultation

Please note that as part of the required stakeholder and agency consultation, proponents are advised to contact the following agencies – to determine potentially affected Aboriginal communities in the project area:

1. The Ontario Secretariat for Aboriginal Affairs

(Contact: Ms. Pam Wheaton, Director, Policy and Relationships Branch, Ontario Secretariat of Aboriginal Affairs, 720 Bay St., 4th Floor, Toronto ON M5G 2K1; fax: 416-326-4017; pam.wheaton@ontario.ca)

2. Indian and Northern Affairs of Canada – Specific Claims Branch

(Contact: Mr. Don Boswell, Senior Claims Analyst, Specific Claims Branch, Department of Indian and Northern Affairs, 10 Wellington St., Room 1310, Gatineau QC K1A 0H4; fax: 819-956-2258; boswelld@inac.gc.ca);

3. Indian and Northern Affairs of Canada - Litigation Management and Resolution Branch

(Contact: Mr. Franklin Roy, Director, Litigation Management and Resolution Branch, Department of Indian and Northern Affairs, 10 Wellington Street, Gatineau QC K1A 0H4; fax: 819-997-1679; royf@inac.gc.ca);

4. Indian and Northern Affairs of Canada - Comprehensive Claims Branch

(Contact: Ms. Louise Trepanier, Director, Claims East of Manitoba, Comprehensive Claims Branch, Department of Indian and Northern Affairs, 10 Wellington St., Room 1310, Gatineau QC K1A 0H4; 819-953-3109; trepanierl@inac.gc.ca)

5. Ministry of the Attorney General – Aboriginal Legal Issues Office

(Contact: Mr. Grant Wedge, Council, Crown Law Office-Civil, Ministry of the

Attorney General, 720 Bay Street, 8th Floor, Toronto ON M5G 2K1; fax: 416-326-4181; grant.wedge@ontario.ca)

Once identified, you are advised to provide notification directly to the Aboriginal communities who may be affected by the project and provide them with an opportunity to participate in any planned public consultation sessions and comment on the project.

Thank you for the opportunity to comment on this project. Please ensure that MOE Central Region, **EA and Planning Coordinator**, is placed on the project mailing list and forward our office the TESR and Notice of Completion when completed. Should you or any members of your project team have any questions regarding the above, please feel free to contact Chunmei Liu at (416) 326-5745. Myself or any of Central Region's EA and Planning Coordinator's would be pleased to assist you.

Yours sincerely,



Ross Lashbrook
Environmental Assessment and Planning Coordinator
Air, Pesticides and Environmental Planning

- c. Dave Fumerton, York-Durham District Office, MOE
Central Region EA File
A & P File



environmental research associates

**407 TRANSITWAY
HIGHWAY 400 TO KENNEDY ROAD
G.W.P. 252-96-00**

MINUTES OF TRANSIT PROJECT ASSESSMENT PROCESS PRE-INITIATION MEETING WITH MINISTRY OF THE ENVIRONMENT -EAAB

HELD ON: June 2, 2010

HELD AT: MOE, EAAB

PRESENT:	Solange Desautels, Special Project Officer	of:	MOE, EAAB
	Dorothy Moszynski, EA Coordinator	of:	MOE, Central Region
	George Ivanoff, Senior Environmental Planner	of:	MTO, Central Region
	Khaled El-Dalati, Transportation Division	of:	Delcan Corporation
	Grant Kauffman, Senior Environmental Planner	of:	LGL Limited
	Sowel Kang, Environmental Planner	of:	LGL Limited

PURPOSE: This purpose of this meeting was to present the 407 Transitway to the MOE EAAB and discuss the requirements for this project under the Transit Project Assessment and MOE review process.

No.	Item	Action
1.	Purpose of the Meeting	
	<p>A background of the project was provided. The following points were presented:</p> <ul style="list-style-type: none">• Parkway Belt West Plan 1978 and background studies. The 407 Transitway is ultimately planned to extend from Burlington to Highway 35/115. MTO indicated that the 407 Transitway from Highway 400 to Kennedy was a priority section as it can capture the highest ridership and connects with the three regional centres (Vaughan Metropolitan Centre, Richmond Hill Centre and Markham Centre), subway lines (Spadina Line at Jane St and Yonge Line at Yonge St) and the GO Stouffville rail line and GO Barrie rail line.• The 407 Transitway was initiated under the MTO Class EA as a Group "A" project.• The Director, EAAB was informed of MTO's decision to transition the EA to the new Transit Project Assessment process under the new Transit Projects Regulation.• Project consists of two phases: Planning and Preliminary Design. The Planning phase has been completed and the project is in its Preliminary Design phase.• A Functional Planning Report was prepared to document the results of the Planning Phase. This report was circulated to the project's Technical Resource Group (TRG), which included the municipalities, utility services, transit service providers and other government	

**407 Transitway
Highway 400 to Kennedy Road
G.W.P. 252-96-00**

No.	Item	Action
	<p>agencies</p> <ul style="list-style-type: none"> Because the project has strategic importance and could be implemented and funded through other provincial agencies than MTO, a Steering Committee was formed. The Steering Committee consists of Gary McNeil Executive Vice-President - Office of the President and Chief Executive Officer, Metrolinx, Lou Politano (MTO Regional Director), Pat Boeckner, Director, MTO Transportation Planning Branch), Andrew Posluns, Director, MTO Transit Policy Branch Numerous presentations and consultation with municipalities within the study area have occurred to date. 	
2.	407 Transitway – Project Description	
	<p>K. El-Dalati presented the 60% Preliminary Design of the 407 Transitway. He indicated that the scope of the project is to design the transitway to accommodate the possible transition from BRT to a future LRT system. He described each of the stations, the alignment and proposed structures going over and under existing roads and watercourses.</p> <p>407 ETR was consulted on the proposed new structures going over or under 407 ETR structures and preliminary construction staging. 407 ETR is in agreement. Also, York Region was consulted on traffic assessment and construction staging issues.</p> <p>Stormwater management assessment is underway. TRCA has been consulted during the Planning phase and consultation is ongoing.</p> <p>D. Moszynski asked what the width of the Transitway's right-of-way is. K. El-Dalati indicated that it ranges from 15 m to 45 m wide. In sections where the right-of-way is 15 m wide, retaining walls are proposed.</p>	
3.	Public Information Centre	
	<p>G. Kauffman indicated that a Public Information Centre was held in May 2009 to present the results of the Planning phase to the public. It was held at two different venues: Black Creek Pioneer Village (Steeles Ave and Jane St) and the Premiere Ballroom (Highway 7 and Leslie St).</p> <p>A second Public Information Centre is planned for June 24 and June 30, 2010 to present the preferred preliminary design of the 407 Transitway, anticipated impacts and mitigation measures proposed. At the moment, Black Creek Pioneer Village and the Delta Hotel (Highway 7 and Woodbine Ave) are the two locations.</p> <p>K. El-Dalati requested that the June 30 Public Information Centre be changed to June 29 as July 1 is a statutory holiday. <i>LGL has made arrangements for June 29 instead of June 30.</i></p>	<p>LGL (done)</p>

**407 Transitway
Highway 400 to Kennedy Road
G.W.P. 252-96-00**

No.	Item	Action
	<p>MTO inquired whether holding the Public Information at one venue instead of two would meet the requirements of the transit project assessment. S. Desautels stated that it is up to the proponent's discretion. S. Desautels added that given the length of the project, having two venues would be the best option.</p> <p>MTO also asked if publication in a "regional" newspaper, such as the Toronto Star or Globe and Mail, was required, given that we will advertise in all the local newspapers and distribute about 17,000 notices to everyone within the study area. S. Desautels stated that it is up to the proponent to determine the appropriate outreach, but that the plan sounded reasonable.</p> <p>S. Desautels suggested that a project website for public access to information of the project such as any planning documents, results of the first Public Information Centre, contact information would be another opportunity for public participation. <i>LGL is developing the project website. The website will be ready for public access by June 17, 2010.</i></p>	<p>MTO/Delcan/ LGL</p>
4.	Transit Project Assessment Process: Initiation Plan	
	<p>K. El-Dalati asked if the Notice of Public Information Centre and Notice of Commencement can be combined with the Notice of Commencement being post-dated. S. Desautels stated that combining the two notices is allowed; however, the Transit Project Assessment process will start one day after the publication of the Notice. In conclusion, post-dating the Notice of Commencement of the Transit Project Assessment process is not allowed.</p> <p>S. Desautels stated that a Public Information Centre does not necessarily need to happen within the 120-days of the Transit Project Assessment process. It is up to the proponent's discretion. It is important that public consultation be conducted in accordance with the EA principles, and that the opportunity for the public to comment be provided throughout the Transit Project Assessment process.</p>	
5.	Environmental Project Report	
	<p>A draft Table of Contents of the Environmental Project Report (EPR) was provided for MOE review.</p> <p>S. Desautels requested that monitoring of the various mitigation measures be included in the EPR. G. Kauffman pointed out that the EPR will present the impacts per project phase (i.e. construction, operation), mitigation measures and associated monitoring. Due to the preliminary design stage of the project, reference to monitoring will be conceptual. The Commitments to Future Work chapter of the EPR will contain commitments to develop applicable monitoring plans during later design phases.</p> <p>S. Desautels suggested that aboriginal consultation should be done prior to</p>	<p>MOE</p> <p>LGL</p>

**407 Transitway
Highway 400 to Kennedy Road
G.W.P. 252-96-00**

No.	Item	Action
	<p>the Transit Project Assessment process. She suggested that the Williams Treaty may apply to the study area. G.Kauffman informed that INAC, MAA and identified First Nations were contacted. S. Desautels suggested that it is advisable to contact the First Nations communities and provide information prior to the Notice of Commencement. LGL will confirm whether the Williams Treaty applies to the study area.</p> <p>Based on discussions with MOE, it was decided that the EPR could be submitted in 11X17 format. MOE requested an electronic version of the EPR for filing purposes. EPR Appendices can be submitted in separate volume(s) and in 8.5 X11 format.</p> <p>MOE requested that the Functional Planning Report be submitted along with the submission of the draft EPR.</p>	
6.	<p>Environmental Technical Report: Review Procedure</p> <p>S. Desautels preferred that technical reports be submitted prior to the publication of the Notice of Commencement. She emphasized that the draft technical reports should be final drafts.</p> <p>G. Ivanoff asked if the MOE prefers submission of all the technical reports at one time. S. Desautels responded that the technical reports be submitted as they are available.</p> <p>D. Moszynski suggested that the technical reports provide a short description of the project to provide context to technical reviewers.</p> <p>D. Moszynski stated that the Stormwater Management Planning and Design Manual 2003 be consulted as opposed to the 2007 version. The 2007 version will not be accepted by MOE.</p> <p><u>Air Quality Assessment</u></p> <p>D. Moszynski informed that the air quality assessment must include emissions from stations, especially idling of buses. Air quality impacts must be measured from sensitive receptors. Reference to the scenario that the Transitway decreases private vehicular traffic on Highway 407 resulting in a decrease in emissions should be considered in the assessment. Base modelling is required.</p> <p>D. Moszynski asked S. Desautels to send a draft template for the air quality assessment.</p>	<p>MTO/Delcan/ LGL</p> <p>Delcan/LGL</p> <p>MOE</p>

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



407 Transitway
Highway 400 to Kennedy Road
G.W.P. 252-96-00
Minutes prepared by,

Sowel Kang, Environmental Planner
LGL Limited

cc: All participants

Ministry of the Environment

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September 15, 2010

Mr. Grant Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street
PO Box 280
King City ON L7B 1A6

Dear Mr. Kauffman:

**Re: Acknowledgement – 407 Transitway from east of Highway 400 to Kennedy Road
Notice of Commencement**

Thank you for your letter dated August 24, 2010 notifying the Ministry of the Environment (MOE) of the Notice of Commencement for the 407 Transitway as proposed by the Ministry of Transportation. The MOE understands that this Notice of Commencement was first published publicly on August 26, 2010 officially starting the 120-day environmental project report development period.

Should you have any further questions related to Ontario Regulation 231/08 and its requirements, please contact, Lorna Zappone, Project Officer of the Environmental Assessment and Approvals Branch, at 416-314-7106 or by e-mail at lorna.zappone@ontario.ca.

Yours sincerely,

Agatha Garcia-Wright
Director
Environmental Assessment and Approvals Branch

Sowel Kang

From: Zappone, Lorna (ENE) [Lorna.Zappone@ontario.ca]
Sent: Thursday, November 18, 2010 9:39 AM
To: Sowel Kang
Cc: gkauffman@lgl.com; Khaled El Dalati; Ivanoff, George (MTO); Minnes, Robb (MTO)
Subject: RE: 407 Transitway (Highway 400 to Kennedy Road) - Draft EPR (1 of 2)
Attachments: EAPC Comments 407 Transitway final.pdf; TSS Comments 407 Transitway final 2010_11_18.pdf

Hi Sowel, attached are MOE comments (EAPC & TSS) on the draft EPR – paper copies have been sent regular mail. After you have had the opportunity to review the attachments please let me know if there is interest in discussing further, with myself or other technical reviewers, via telephone or meeting. I hope the delay in getting these comments finalized has not caused any inconvenience.

Have comments been received from GO Transit, TTC, Hydro One, 407 ETR, TRCA, Ministry of Municipal Affairs and House, MNR, York Region Transit and Greater Toronto and Airport Authority? Once comments have been received by all stakeholders I am interested to find out what sort of issues have been raised. Could we schedule a telecon late next week to discuss the issues raised, how they are being addressed and the upcoming submission of the final EPR? Thanks.

Note: ANU and WWU comments will be sent under separate e-mail as the file size exceeded the maximum for transmission.

**Lorna Zappone, Project Officer
EA Project Coordination Section
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St Clair Avenue West, Floor 12A
Toronto ON M4V 1L5
Tel: 416 314-7106
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Ministry of the Environment

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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 PM2.5 fraction would be slightly increased in areas similar to the study site. Therefore if this new methodology is adopted, the PM2.5 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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November 15, 2010

Mr. Grant N. Kaufman
Consultant Environmental Planner
LGL Limited
22 Fisher Street, PO Box 280
King City ON L7B 1A6

Dear Mr. Kaufman:

**RE: 407 Transitway from east of Highway 400 to Kennedy Road
Draft Environmental Project Report and Appendices**

The Ministry of Transportation (MTO) is proposing to design and construct a 23 kilometre (km) fully grade separated bi-directional transitway running parallel to the Highway 407 corridor from east of Highway 400 to Kennedy Road, in the Regional Municipality of York. The proposed project includes maintenance facilities and seven stations to accommodate an initial bus service with provision for future conversion to light-rail transit, including local bus access to and egress from the stations, platforms, access to/from the adjacent arterial road, parking, passenger pick-up and drop-off, buildings, shelters and other miscellaneous amenities. In accordance with Ontario Regulation (O.Reg.) 231/08, a Notice of Commencement was published on August 26, 2010, thereby initiating the Transit Project Assessment Process (TPAP). The Ministry of the Environment (MOE) has completed its review of the draft Environmental Project Report (EPR), dated September 2010, and Appendices, submitted on September 28, 2010.

The draft EPR was reviewed by MOE staff of the Environmental Assessment and Approvals Branch, Environmental Assessment Project Coordination (EAPC) Section, the Certificates of Approval Section, Air & Noise Unit (ANU) and Wastewater Unit (WWU), and the Central Region office, Technical Support Section (TSS). Comments from EAPC are provided below. Comments submitted by the ANU, WWU, and the TSS are attached. The following comments are intended to assist in the continued preparation of the EPR in a manner that allows the public and the Government Review Team to more easily review and evaluate the proposal.

Additional comments may be provided at such time as the final EPR is submitted for MOE's review.

General

The EPR is to contain sufficient information about the proposed project, including summaries and descriptions of studies undertaken in relation to the project, in a manner that is easily read by interested members of the public, agencies, aboriginal communities, and the Minister without the need of referring to lengthy appendix documents.

The EPR also needs to contain, at a reasonable level of detail, the proponent's assessment and evaluation of impacts of the preferred method of carrying out the project and other methods of carrying out the project that were considered plus the criteria for assessing and evaluating the impacts/various methods.

The EPR must provide a description of any measures proposed for mitigating negative impacts the preferred method may have on the environment, and where measures are proposed, a description of means proposed to be used to monitor and verify the effectiveness of the proposed measures.

Additional details about the preferred alternative are required, including timeframe for construction of the project, identification if the transitway is in the existing right-of-way, details about potential property acquisition requirements, and larger, more detailed figures for station site plans, layouts, and cross-sections for all seven station locations.

Presentation of Material

- a. The draft EPR and Appendices were prepared in 11 x 17 format. Letter size format (8 ½ x 11) is preferred by MOE as it is more user-friendly and space-efficient for file retention purposes.
- b. Placeholders throughout the EPR indicate that work is in progress; ensure final EPR is complete.
- c. Provide tabs or, at minimum, different coloured paper between sections.

Consistency of Terminology

- a. Acronyms should be defined first and acronym identified in brackets.
- b. When referring to a highway, ensure that it is always clear which highway is being discussed.

Table of Contents (ToC)

- a. Page numbers should be same as used on pages in Executive Summary.
- b. Section 4.2: *Air Quality and Contaminated Properties and Waste* must appear in Section 4.1.
- c. Section 5.4 *Alternative Routes, Alignments & Station Layouts*: list all subsections.
- d. All appendices, figures, reports and tables should be listed along with page numbers.

Appendices, Figures, Reports and Tables

- a. Provide tabs or, at minimum, different coloured paper between appendices.
- b. Ensure all appendices, figures, reports and tables have titles on same page, are properly cross referenced, relevant information summarized, and located proximate to summary.
- c. Appendix X is referenced throughout main report; provide accurate appendix references.
- d. Provide all missing appendices, figures, reports and tables.
- e. Air Quality Impact Assessment and Traffic Impact Assessment reports are missing.

Commitments and Monitoring

- a. The EPR must include details of all commitments made for mitigation and monitoring.
- b. Details of required municipal, provincial and federal approvals and/or permits are required.

Executive Summary

- a. Identify if any property acquisitions will be required, provide details, as appropriate.
- b. E5: Identify which natural and socio-economic impacts cannot be mitigated.
- c. E6: Segments, as discussed, should be reflected on Figure 4, as appropriate.
- d. Figure 4: Legend would aid in understanding the different coloured lines/routes.
- e. E7: Quotes average station spacing as 3.6 km yet Section 2.3.4 states 3.8. Make consistent.
- f. Figure 5: Identify what the red lines at Jane Street and Yonge Street represent.
- g. E9: Define or explain *air rights* development.
- h. E10: Provide explanation/context for "...MTO or the proponent at the time..."

1. Introduction

- a. Section 1.2.1: The consultation record and results of consultation, and all municipal, provincial and federal approvals and permits are to be included in the final EPR.
- b. Section 1.3.4: Present studies consistent with how listed in ToC; *Air Quality Impact Assessment* and *Aesthetics – Landscape Planting Report* descriptions missing; make description of studies consistent (e.g. only some present conclusions); traffic impacts should be assessed for all station locations yet only 5 stations were discussed. Provide details

2. Transportation Need and Travel Demand

- a. Figure 2-5a: appears before Figure 2-4, or the figures may be incorrectly titled.

3. Consultation Process

- a. Section 3.2.1: Provide brief overview of focus of the five Technical Resource Group meetings.
- b. Section 3.2.3: Consultation details provided mainly reflect pre-TPAP consultation. Provide details of all consultation efforts and results from 2008 to present.
- c. Section 3.3: Details of consultation with First Nations must be provided, what was done, when, how, and follow up conducted. Appendix identified to provide overview of aboriginal consultation was not included.
- d. Section 3.4: Identify the newspapers in which the Notice of Commencement was published.
- e. Section 3.4.4: Appears lead-in information is missing.
- f. Section 3.5: Is a Consultation appendix to appear in final EPR? Tables containing summary comments, responses and conclusions must appear in the final EPR, main report.

4. Study Area Conditions

- a. Section 4.2.1: *Natural Features/Natural Systems* should appear in Section 4.1; provide land use plans/maps for study area.
- b. Section 4.2.3: *Air Quality* should appear in Section 4.1; provide summary and information.
- c. Section 4.2.5: Provide current status of concerns raised with Ministry of Culture about two registered archaeological sites; identify timing for Stage 2 assessment in undisturbed areas; and clarify if additional areas requiring further assessment will undergo Stage 2 assessment.
- d. Section 4.2.6: *Contaminated Properties and Waste* should appear in Section 4.1.

5. Identification of Alternatives and Evaluation Process

- a. Section 5.1.1: Identify the *selected* Alternatives To and the set of Alternative Methods.
- b. Section 5.1.3: Provide description of the *Base Case*.
- c. Table 5-1: Define CBDs and TOD; provide ITS availability and capital cost information for AGT category; if *automated LRT* mean something different than automated AGT provide details.
- d. Table 5-2: Provide property requirement information for all five technologies assessed.

- e. Figure 5-3: Discussed on page 55 but appears on page 60. Keep visuals and text together.
- f. Section 5.3: If *Planning and Preliminary Design Study*, *Preliminary Design phase*, *Preliminary Design Stage* refer to the same thing, use one term consistently. If not, provide explanation for each one. Same remark applies to *Planning phase* and *Planning Stage*.
- g. Section 5.3: Information presented could be made clearer re: sequencing of analysis and application of methodology in identifying station nodes through to final station site locations.
- h. Table 5-3: Discussion and table appear after discussion about Table 5-4.
- i. Table 5-4: Summarize findings from comparative table to highlight why 7 short listed station node locations ranked higher from the total 11 station node locations identified. Identify the environmental factors considered when preferred station locations were assessed.
- j. Section 5.4: Incorrectly titled?
- k. Section 5.4.1.1: Have all analyses and evaluations been documented here?
- l. Section 5.4.2: Level of detail provided in discussing criteria for all segments is inconsistent.
- m. Section 5.4.2.1: Clarify if the referenced study proposed earlier by MTO is another project.
- n. Table 5-7: Provide missing cost data.
- o. Section 5.4.2.3: C1A identified as preferred alternative (PA) yet, Table 5-8 concludes C3A.
- p. Figure 5-12: Title does not appear to be correct.
- q. Figure 5-16: Supposed to illustrate the entire Transitway? Same stated for Figure 5-22 (p. 85).
- r. Section 5.4.2.4: Figure 5-12 is referenced incorrectly; alignment analysis is missing.
- s. Section 5.4.2.5: Provide figure illustrating the combined overpass-underpass alternative.
- t. Section 5.4.2.6: Descriptions provided for F3A and F3B may be reversed; can't assess what is being presented based on level of detail in cross-referenced figures; discussion on alternative station layouts missing.
- u. Figure 5-25: Unclear which green line is F3A.
- v. Figures 5-26a/b: Cannot locate employee access for LRV; storage and repair garage; service areas based on level of magnification and clarity of image. Provide more detail for PA.

6. Description of the Preferred Alternative

- a. Section 6.1.3: Provide missing numbers.
- b. Figures 6-1, 6-2 and 6-3: figures are to illustrate typical cross section (cut, fill and station areas) along the entire Transitway yet same figure has been used for all three examples.
- c. Section 6.2.1: Define CPTED.
- d. Section 6.2.2: Identify property acquisition requirements for all seven station locations.
- e. Section 6.2.2.1: Amend description of location of Jane Station; provide missing numbers.
- f. Section 6.2.2.2: Is there are alternative plan for the GO-Barrie (Concord) Station?
- g. Section 6.2.2.4: Full details of the assessment and construction of the proposed Yonge Station must be presented in this EPR; if Yonge Station is planned under another study, identify the other project, but provide sufficient detail as relates to the 407 Transitway.
- h. Section 6.2.2.6: Appears to be duplicate information as shown in Section 6.2.2.7 (p. 101).
- i. Section 6.3: State number of new structures and structures to be modified or rehabilitated.
- j. Section 6.3.2: Identify the referenced high volume roads, and specific locations of structures to go under existing railway embankments; identify the environmental factors considered in the evaluation and ranking of the alternative structures. Where is the analysis?
- k. Section 6.4: Identify if any new storm water management ponds are being proposed and locations; percentage of storm water that will not drain to existing storm water management ponds; where the appendices cross-referenced in this section can be found; and define TWY, NASHYDS, STANDHYDS.
- l. Section 6.7: Clarify if "work in progress" refers to Section 6.7 or Section 6.8.

- m. Section 6.10: Clarify the figure in which layouts are shown; identify the ministry referenced.
- n. Section 6.10.1: Identify the number of vehicles; define CAD/AVL; and provide brief description of *maintenance of way* functions.
- o. Section 6.10.2: Identify the number of vehicles; and define OMC.
- p. Plates: An index key plan figure for these 33 plates would be useful; station locations should include proposed access/egress roadways, etc.

7. Impact Assessment, Mitigation and Monitoring

- a. Section 7.1.1: Identify environmental technical studies undertaken to assess impacts and discuss results of those studies; identify further studies to be undertaken to provide detailed impacts, mitigation measures, monitoring and contingency plans; is a commitment in EPR?
- b. Table 7-1: *Contaminated Properties and Waste and Air Quality* should appear in the Natural Environment category; matrix rating and description does not coincide with information in tables outlining impacts, mitigation measures and monitoring.
- c. Section 7.2: Impacts as relate to the specific activities identified in the matrix as the runningway, bridges and culverts; stations (including platforms, PPUDO, parking, etc.), the Operations and Maintenance Facility, and stormwater management facilities have not been presented; impacts to surface and groundwater must be acknowledged.
- d. Section 7.2.1: All environmental factors are to be discussed; use subheading for each factor.
- e. Table 7-2: Define OPSS 180; ensure that *Contaminated Properties and Waste and Air Quality* are added to this table; has the Department of Fisheries and Oceans (DFO) been consulted?
- f. Section 7.2.2: All environmental factors, consistent with that presented in the matrix, are to be discussed (e.g. it appears that Land Use; Noise and Vibration; Property; and Utilities represent *Socio-Economic* whereas Built Heritage and Cultural Heritage Landscapes; and Archaeological Resources represent *Cultural Environment* and Traffic Operations; Transit Services; and Navigation represents *Transportation*)
- g. Table 7-3: See comments above (d and f) re: grouping factors; all factors to be presented in table; environmental value/criterion for transportation does not correspond with the matrix.
- h. Section 7.2.3: Identify timeframe for completion of refinement of potential utilities conflicts.
- i. Table 7-4: As marked by the X, it appears that all identified utilities have potential conflicts.
- j. Section 7.3: See comments above (c, d, and f) re: discussing and grouping of all factors.
- k. Page 154 & Table 7-5: Explain relevance of statement beginning "With several exceptions..."
- l. Section 7.3.2 & Table 7-6: Move *Air Quality* and *Contaminated Properties and Waste* discussion to Natural Environment section; ensure all factors are presented in table.
- m. Section 7.3.3: Identify the "Highway Authorities" being referenced.
- n. Table 7-7: The environmental value/criterion presented does not correspond with the matrix.
- o. Section 7.4: Discuss factors for all activities, including all environmental value/criterion.
- p. Section 7.5: In addition to a summary of impacts, this section should include summary of future commitments related to mitigation and monitoring.

8. Implementation

- a. Section 8.1.2: Provide missing figure referenced on page 170.
- b. Section 8.2: Additional information required related to the stormwater management plan.

9. Commitments to Future Action

- a. Provide list of commitments to stakeholders.
- b. Section 9.4: Provide approximate timing for completion and submission of screening.
- c. Section 9.5: Addendum is possible only after Statement of Completion has been filed.

Appendix 2 – Drainage Report

- a. Figure 1-1: page left blank (see page 5); provided missing figure.
- b. Table 3-5 is not fully legible.
 - Appendix 2A: Humber, Don and Rouge River maps not fully legible at current size.
 - Appendix 2B: Provide station maps for Yonge and Kennedy; other maps not fully legible.
 - Appendix 2C: Tables and maps provided not fully legible at current size.

Appendix 7 – Noise and Vibration Impact Assessment Report

- Appendix 7C: Calculations and results summary not provided.
- Appendix 7E: Cadna-A tables for receptor R4 model not provided.
- Appendix 7F: Bus station plans not provided.

Certificate of Approvals Section

- Comments submitted by the ANU and WWU are attached.

Central Region Office

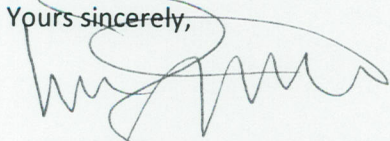
- Comments submitted by the TSS are attached.

Concluding Remarks

The foregoing comments reflect a preliminary review only and do not limit additional and new comments from being provided at such time as the final EPR is submitted for review. The comments provided, along with any feedback received by government review agencies, the public and Aboriginal communities, should be considered as you prepare the final EPR for submission to the MOE. The proponent is responsible for identifying and resolving, or attempting to resolve, any issues raised before the final EPR is submitted. The final consultation summary included in the EPR is to reflect the results of the draft EPR review including comments provided by the government agencies and the MOE.

Should you have any questions regarding the foregoing comments, please contact the undersigned directly at 416-314-7106 or by e-mail at lorna.zappone@ontario.ca.

Yours sincerely,



Lorna Zappone, Project Officer
Environmental Assessment Project Coordination Section

Attachments

Sowel Kang

From: Zappone, Lorna (ENE) [Lorna.Zappone@ontario.ca]
Sent: Thursday, November 18, 2010 9:41 AM
To: Sowel Kang
Cc: gkauffman@lgl.com; Khaled El Dalati; Ivanoff, George (MTO); Minnes, Robb (MTO)
Subject: RE: 407 Transitway (Highway 400 to Kennedy Road) - Draft EPR (2 of 2)
Attachments: ANU Comments 407 Transitway.pdf; WWU Comments 407 Transitway.pdf

As mentioned below, ANU and WWU comments are attached.

Lorna Zappone
Project Officer
Tel: 416 314-7106
Fax: 416 314-8452

Zappone, Lorna (ENE)

From: Zappone, Lorna (ENE)
Sent: November 12, 2010 2:49 PM
To: Zappone, Lorna (ENE)
Subject: FW: MTO 407 Transitway - TPAP - draft EPR review at EAAB W&WW Unit

fyi

From: Nizamuddin, Mohammed (ENE)
Sent: November 9, 2010 3:48 PM
To: Zappone, Lorna (ENE)
Cc: Parrott, Ian (ENE); Dumais, Doris (ENE)
Subject: RE: MTO 407 Transitway - TPAP - draft EPR review at EAAB W&WW Unit

Hi Lorna,

Thank you very much for giving the opportunity to the EAAB W & WW Unit to review the EPR documents prior submittal of the same for the C of A applications. The following are our comments provided on the basis of the review of the indicated documents. Please feel free to call me if you have any questions.....Mohammed 416 314 0269-----

Documents provided:

1. Draft EPR Version 2: September 2010
2. Draft EPR Version 2 Appendices, September 2010.

Scope of the project: use of existing ETR-407 adjacent parallel corridor between Hwy 400 in Richmond Hills and Kennedy Road section in Markham for Transitway with sub-way/LRT-type vehicles. It comprises of a 23km long section of 407 ETR right-of-way slated for development to include 407 Transitway, maintenance and storage complex (facilities), stations, plat forms, parking, local bus accesses for in and outs, passenger pick up and drop-offs and other miscellaneous amenities.

Stormwater Drainage: The study area crosses three major watersheds: Humber River, Don River (east and west) and Rouge River and results in 16 water crossings with warm water fisheries. MOE records show that 143 water wells are located within the study area.

Comments:

1. Please confirm that the for the proposed SWMF in the study area: 21 existing ponds are to be evaluated and if necessary retrofitted for enhanced level of quality control of the developments including the existing 407-ETR and would include assessment of existing level of infiltration for maintenance of groundwater augmentation techniques. Grassed swales and enhanced grassed swales, existing and new areas are to be developed to provide for the required quality, erosion potential and groundwater augmentation controls in the study area.
2. Provision of monitoring of SWMF 1, 2, 3 at Jane Station 4 at GO Barrie Station, 5 at Bathurst station, 6 at Leslie Station, 7 at Woodbine station are to be confirmed. Please also confirm that minimum parameters of monitoring shall include TSS, BOD5, Oil/grease and heavy metals.
3. An overall SWM plan shall be included in the Appendices, showing interfaces of the proposed ponds and existing ones with the water courses and indicated location of surface water /effluent monitoring.
4. An overall Groundwater wells location plan shall be included in the Appendices, showing location of the proposed ponds and existing ones with indication of possible interference of pond water with the groundwater and location of proposed monitoring wells.
5. A protocol for SWM surface and groundwater monitoring and emergency spill prevention and reporting shall be appended.---

-----End of comments-----

From: Zappone, Lorna (ENE)
Sent: October 1, 2010 1:52 PM
To: Barolet, Jennifer (ENE); Low, Victor (ENE)
Subject: MTO 407 Transitway - TPAP - draft EPR

Hi, further to my e-mail earlier this week please be advised that I have placed a CD copy of the draft EPR and paper copy of the appendices/technical report in each of your mailboxes for circulation to the technical reviewers. I would appreciate if you could let me know which review engineer is assigned the file.

We received insufficient paper copies of the draft EPR but the consultant has arranged to ship the copies early next week. Once received, I will forward to each of you for the reviewers use, unless you advise me otherwise. Thanks.

Lorna Zappone
 Project Officer
 Tel: 416 314-7106
 Fax: 416 314-8452

From: Zappone, Lorna (ENE)
Sent: September 27, 2010 4:40 PM
To: Low, Victor (ENE); Barolet, Jennifer (ENE); Panko, Dan (ENE); Fumerton, Dave (ENE); Orr, Dan (ENE)
Cc: Moszynski, Dorothy (ENE)
Subject: MTO 407 Transitway - TPAP - draft EPR

Hello everyone – the Ministry of Transportation issued the Notice of Commencement (attached) for the 407 Transitway project on August 26, 2010. In accordance with the Transit Projects Assessment Process (O.Reg. 231/08), the proponents must issue the Notice of Completion of EPR by December 24, 2010.

Draft copies of the Environmental Project Report (EPR) and appendices/reports are being submitted to the ministry within the next few days for circulation to the MOE Government Review Team for review and comment. Once they arrive, copies of the project documentation will be circulated to your attention immediately. To facilitate the finalization of the EPR, send your comments to my attention no later than October 29, 2010 so that I can send on to the proponent for consideration/revisions.

Please let me know at once if the ability to meet the due date for comments presents a problem or if additional and/or electronic copies of the EPR and/or appendices/reports are required.

If you have any questions or concerns, please let me know.

Lorna Zappone, Project Officer
 EA Project Coordination Section
 Environmental Assessment and Approvals Branch
 Ministry of the Environment
 2 St Clair Avenue West, Floor 12A
 Toronto ON M4V 1L5
 Tel: 416 314-7106
 Fax: 416 314-8452

Ministry
of the
Environment

2 St. Clair Avenue West
Floor 12A
Toronto, ON M4V 1L5

Ministère
de
l'Environnement

2, avenue St. Clair Ouest
Étage 12A
Toronto, ON M4V 1L5



Tel: (416) 314-8001
Fax: (416) 314-8452

Environmental Assessment and Approvals Branch

November 1, 2010

TO: Lorna Zappone
Project Officer
Environmental Assessment and Approvals Branch

FROM: Pierre Godbout
Senior Review Engineer (Noise)
Air and Noise Unit
Environmental Assessment and Approvals Branch

RE: Noise and Vibration Review
407 Transitway – From East of Highway 400 to Kennedy Road
Draft Environmental Project Report (EPR)
September 2010
EA Noise File No. E-0022-10

The Air and Noise Unit of the Environmental Assessment and Approvals Branch was requested by Lorna Zappone to review the noise and vibration aspects of the above-referenced EPR Report prepared by Delcan and dated September 2010, including Appendix 7, "Noise and Vibration Impact Assessment" prepared by SENES Consultants Limited and dated June 17, 2010.

The following are our noise and vibration review comments:

Delcan Draft EPR, September 2010

- 1) Sound Level Criteria: The sound level criteria were based on the MTO Environmental Guide for Noise (October 2006). This MTO document was developed to provide guidance for MTO personnel and consultants in the analysis of highway noise and its effects. The applicable criteria are contained in the MTO/MOE Noise Protocol for Highways (MTO & MOE, 1986). However, the Ministry is currently in the process of transitioning towards similar limits and procedures noted in the MTO 2006 document. In the interim, undertakings will be assessed on a case by case basis. For this undertaking, the MTO 2006 document is deemed acceptable.
- 2) Noise Control Measures: Section 4.2.2 indicates that future predicted sound levels without the 407 Transitway may exceed 65 dBA at two noise sensitive areas and that there is no need for additional mitigation. In accordance with the MTO Environmental

Guide for Noise, the feasibility of noise control measures should be investigated when an increase in sound levels is predicted to be equal or greater than 5 dBA, or when any increase in sound levels is present and the resulting predicted project sound levels are greater than 65 dBA. Therefore, the feasibility of noise control measures should be investigated at the two noise sensitive areas where the 65 dBA cap has been exceeded.

SENES Report, June 17, 2010

- 3) Study Area: zoning maps should be provided to clearly show the zoning designation of all lands surrounding the proposed 407 Transitway corridor.
- 4) Selected Receptors: ten receptors (R1 through R9, and S1) were selected in the report. The following comments pertain to the selected receptors:
 - (a) Table 7 which describes the selected POR's should be updated to show the distance from each POR to the 407 Transitway.
 - (b) Additional points of reception should be selected to represent all lands zoned for future noise sensitive use, if required. All the selected points of reception should represent the worst case designs with respect to outdoor environmental noise impact such as first row reversed frontage lots (not flanking or direct frontage lots). This is necessary at this early planning stage in order to know the sound barrier requirements (i.e., barriers heights, lengths, and layouts) for these future noise sensitive land uses.
 - (c) Receptors R7 and R9 both represent future developments located within areas of elevated sound levels (greater than 55 dBA) and sound barriers should be investigated, as per MOE noise guidelines. The location of these two receptors should be selected in accordance with the worst case layouts, i.e. first row reversed frontage lots.
 - (d) Receptors R2 and R3 represent direct frontage lots. Worst-case lots should be assessed (i.e. first row reversed frontage or flanking lots, as applicable, should be used).
 - (e) An additional receptor should be added to represent the vicinity of the Greenberg Gate residences, located northeast of the Kennedy Road and Highway 407 intersection.
 - (f) The effect of Highway 7 was accounted for at receptor R4. Highway 7 should also be accounted for at receptors R2, R3, R6 and R7.
 - (g) STAMSON modeling should be provided for receptor R4.
 - (h) The angles of exposure for all receptors used in modelling of road traffic noise need further checking / verification. Full (not partial) angles of exposure should be used for all residences along roads within the study area.
- 5) Bus Stations: Spadina subway/Jane, Yonge/Richmond Hill Centre, and Kennedy bus stations are proposed as part of this undertaking. Analysis and recommendations (if warranted) should be provided for these main intermodal stations, which may have the potential to impact the noise/vibration environment of the nearby/adjacent sensitive areas.
- 6) Operations and Maintenance Facility: Analysis and noise/vibration recommendations (if warranted) should be provided for this facility. It should be noted that noise sources

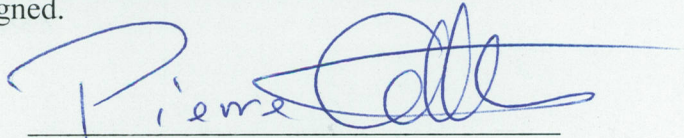
associated with the Operations and Maintenance Facility will require a Certificate of Approval from the Ministry of the Environment.

- 7) Traffic data:
- (a) In-house traffic data for Highway 7 and Yonge Street from previous SENES projects were used for noise impact assessment.
 - (b) Traffic volume and annual growth rate data for Highway 407 was obtained from the IBI Group. The Summer Average Daily Traffic (SADT) traffic volumes should have been used for Highway 407. Assumptions were made regarding a 7% truck volume with 2:1 (heavy/medium) split for Highway 407.
 - (c) The noise impact of Highway 407 Transitway was based on numbers shown in Table B.5 "Bus Volumes on the 407 Transitway (Projected to 2041)", obtained from the IBI Group.

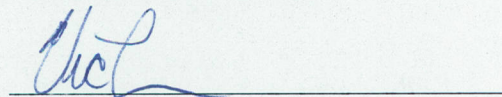
Confirmation of the above-listed traffic data should be sought from the authorities having jurisdiction on the roads under consideration.

- 8) Predicted Sound Levels: values reported in Table 8 "Summary of Predicted Sound Levels" do not match the results shown in Appendix D "STAMSON Model Output Files". The correct summary or STAMSON output files should be provided, whichever is applicable.
- 9) Noise Control Measures: Table 8 indicates that future predicted sound levels may exceed 65 dBA at two receptors (R3 and R9) but the report states that "the 407 Transitway is predicted to comply with the MTO requirements with no need for additional mitigation." The feasibility of noise control measures should be investigated when an increase in sound levels is predicted to be equal or greater than 5 dBA, or when any increase in sound levels is present and the resulting predicted project sound levels are greater than 65 dBA.
- 10) Calculations: Appendix C "Calculations and Result Summary" is missing and should be provided.

We trust the above noise and vibration review comments would be of assistance to you. If you have any questions, please call the undersigned.



P. Godbout, P.Eng., MBA
Senior Noise Engineer



V. Low, P.Eng.
Supervisor, Air and Noise Unit

HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Mr. Peter Waring
Area Supervisor, York/Durham
Ministry of Natural Resources
50 Bloomington Road West
Aurora, Ontario
L4G 3G8

Update contact information if necessary

Warren May
Biologist, York/Durham
warren.may@ontario.ca
905-713-7390

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☒

Please obtain information on evaluated, non evaluated
wetlands, forests, ANSI SARA through Land Information Ontario
I can be contacted directly for fisheries related information
Interested in technical/agency meetings, notifications TESP

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

WM
July 17 2007

RECEIVED

JUL 23 2007

BY LGL LIMITED

Caroline Woodland
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Ms. Caroline Woodland
Director
Toronto Region Conservation Authority
Development Planning and Regulation
5 Shoreham Drive
Downsview, Ontario
M3N 1S4**

Update contact information if necessary

Laura James
Planner II
Environmental Assessment

Please check the most appropriate statement.

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

☐

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

☐

I will be commenting on this project by the ~~date specified~~ asap.

☒

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

☐

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

☐

TRCA response letter will follow
under separate cover in the
near future

Laura James

416.661.6600

x5723

ljames@trca.on.ca

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED
JUL 23 2007
BY LGL LIMITED

August 29, 2007

CFN 39454

SENT VIA MAIL & EMAIL (gkauffman@lgl.com)

Grant N. Kauffman
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, ON L7B 1A6

RECEIVED
SEP 04 2007
BY LGL LIMITED

Dear Mr. Kauffman,

**Re: Response to Notice of Commencement
Highway 407 Transitway from Highway 400 to Kennedy Road
Class Environmental Assessment (EA) for Provincial Transportation Facilities
Group A
Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above-noted project on July 10, 2007. It is the understanding of TRCA staff that this planning and design study had been initiated for a 23km segment of a transitway facility along the existing 407 through York Region. This segment includes transit stations, operations centre and a maintenance, and storage yard. TRCA staff understands that subject to the outcome of this study, the transitway will be implemented initially as a busway with the opportunity to convert to light rail transit (LRT) in the future.

Staff conducted a review of the background mapping and has identified environmental features within the study area. These environmental features need to be identified in the planning documents in both the text and on an overlay map, as appropriate. These features are outlined below:

- Aquatic Species and Habitat
- Aquifers
- Regulation Limit
- Regional Storm Flood Plains
- Stream Corridors
- Terrestrial Natural Heritage System
- Valley Corridors
- Watercourses

Please find attached mapping which identifies these features within the study area. Digital versions of the mapping and data layers are available from TRCA by request.

Selecting the Preferred Alternative

TRCA staff requires that the preferred alternative meets the following:

- Criteria 1: prevents the risk associated with flooding, erosion or slope instability;
- Criteria 2: protects and rehabilitates existing landforms, features and functions;
- Criteria 3: provides for aquatic, terrestrial, human access;
- Criteria 4: minimizes water/energy consumption and pollution; and,
- Criteria 5: addresses TRCA property and archaeology concerns.

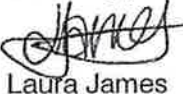
TRCA Project Management Details

1. The TRCA Project Manager for your file is Laura James, Planner II, Environmental Assessments, and can be reached at 416-661-6600, extension 5723 or by email at ljames@trca.on.ca.
2. To assist our review of the undertaking, please quote Central File Number (CFN) 39454 on any correspondence, or with any telephone or e-mail inquiries.
3. For your reference, a copy of the *TRCA Environmental Assessment Review Program Service Delivery Standards and The Living City Report* can be downloaded from TRCA's website at www.trca.on.ca. We recommend you print a copy of these two documents for your reference during the study. If you require assistance obtaining these documents, please call the Project Manager for your file.
4. Please include Laura James on the mailing list and ensure that this Project Manager receives the following:
 - A. A response to this letter that identifies how TRCA's environmental concerns will be addressed in the EA document
 - B. Notice(s) of Public Information Centres (PICs) and handouts
 - C. Four (4) copies of the double-sided Draft Study Design Report (SDR) for review and comment, in order to ensure TRCA comments are included prior to finalizing the document. Please provide one copy of the Final SDR for our files.
 - D. Four (4) copies of the double-sided Draft Transportation Environmental Study Report (TESR) for review and comment, 45 days prior to filing to ensure TRCA comments are provided and can be addressed prior to filing the document. Please provide one copy of the final TESR for our files.
 - E. Notice of Study Completion

TRCA looks forward to working with you as this EA progresses, and we enjoyed the opportunity to meet with your project team on June 29, 2007. We appreciate the offer to participate on the Technical Resources Group, and we will see you at the first meeting on September 6, 2007.

Should you have any questions or require additional information please feel free to contact me at extension 5723.

Sincerely,



Laura James

Planner II, Environmental Assessment Review
Planning and Development

Encl.

1. Mapping (3 pages)

cc: Olga Garces, MTO Project Manger
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation
Beth Williston, TRCA, Manager, Environmental Assessment
Quentin Hanchard, TRCA, Manager, Development Planning and Regulation
Bill Kiru, TRCA, Manager, Development Planning and Regulation

November 23, 2010

CFN 39454

BY MAIL AND EMAIL (gkauffman@lgl.com)

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario
L7B 1A6

Dear Mr. Kauffman:

**Re: Response to Submission of Draft Environmental Project Report
407 Transitway from Highway 400 to Kennedy Road
Transit Project Assessment Process, Ministry of Transportation
Humber, Don and Rouge River Watersheds, City of Vaughan, Town of Markham**

Toronto and Region Conservation Authority (TRCA) staff received the Draft Environmental Project Report (EPR) for the Transit Project Assessment Process (TPAP) for the above referenced Environmental Assessment (EA) on September 30, 2010. TRCA staff (staff) has reviewed the documents and has no objection in principle to the preferred alternative. However, staff has concerns related to the natural heritage systems within the study area that need to be addressed in the final EA document in order to limit any negative impacts related to implementation of the project. Detailed comments are provided in Appendix A.

Staff understands that the Ministry of Transportation (MTO) initiated a planning, preliminary design and environmental assessment study for the Central Section of the 407 Transitway from east of Highway 400 to Kennedy Road in the Regional Municipality of York in 2007. The scope of the study was the planning and preliminary design of the 407 Transitway, maintenance facilities and stations to accommodate an initial bus service with provision for future conversion to Light Rail Transit, including local bus access to and egress from the stations, platforms, access to/from the adjacent arterial road, parking, passenger pick-up and drop-off, buildings, shelters and other amenities.

Staff also understands that the project is now going through the TPAP. This process was approved by the Government of Ontario in June 2008 and provides a framework for an accelerated, focused analysis and consultation process for completing the assessment of potential environmental impacts of a transit project, so that decision making can be completed in six months.

TRCA Review and Future Commitments

As watershed managers, managers of natural heritage and biodiversity, and with technical expertise in stormwater technologies, Conservation Authorities (CAs) are ideally positioned to provide technical input and advice to MTO from a local perspective through the detailed design, construction and monitoring phases of this project to assist in developing a strategy to address some of these environmental impacts. This input will assist the Province and their consultants achieve a sound environmental site implementation standard consistent with provincial objectives and the expectations of the local communities.

Staff would like to provide advice and have meaningful input through design, construction, and post construction monitoring. Our advisory work would include specific advice related to ravine watercourse and natural heritage system crossings at station locations where development limits

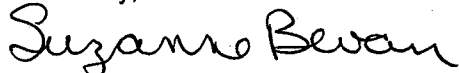
may require refinement. Staff asks MTO to consider providing confirmation of their commitment to continue to involve and seek input from TRCA staff through the next phases of this project in the following key areas:

1. TRCA staff will be involved in the detailed design of the Stormwater Management Strategy, as well as a commitment to monitor innovative SWM strategies to ensure that these measures meet the guidelines for standard parameters (e.g. total suspended solids, etc.) as well as the targets set for these innovative measures (i.e. thermal mitigation);
2. TRCA staff will participate in the development of the reddsides strategy to ensure the objectives of our Watershed Plans and Fisheries Management Plans are achieved;
3. TRCA staff will be involved in the development of Environmental Management Plans (EMPs) as staff has valuable experience and expertise in the development of EMPs through our partnering with regional municipalities;
4. MTO will recognize the need for TRCA staff to be involved in the public liaison interface between the Ministry and the environmental interest groups, such as the watershed councils to ensure project transparency between the construction requirements of building the transitway and the mitigation requirements to ensure environmental sustainability;
5. MTO recognizes that the principles of compensation will be developed and finalized prior to detailed design and to continue to work with TRCA staff to develop an approach to offset impacts to vegetation communities/habitat functions, and to identify priority areas for habitat replacement and the negotiation of appropriate conservation easements or conveyance of lands for environmental protection.

In order to meet the commitment of #1-5 above, a meeting with MTO and TRCA staff will be required to review staff commitments, and fees required by TRCA to undertake this review and public liaison commitment. It is anticipated that an agreement between the TRCA and MTO similar to that which existed for the original Highway 407 construction in the 1990s, will need to be discussed.

Should you have any questions, please contact me at extension 5759 or by email at sbevan@trca.on.ca.

Yours truly,



Suzanne Bevan
Acting Senior Planner, Environmental Assessment Planning
Planning and Development

Encl: Draft EMP Guidelines

cc:

MTO: Robb Minnes, Project Manager (robb.minnes@ontario.ca)
George Ivanoff, Senior Environmental Planner (george.ivanoff@ontario.ca)
Delcan: Khaled El-Dalati, Consultant Project Manager (k.eldalati@delcan.com)
Rouge Park: Maria Papoulias, Natural Heritage Manager (maria_papoulias@rougepark.com)
TRCA: Carolyn Woodland, Director, Planning and Development
Gary Wilkins, Humber Watershed Specialist
Amy Thurston, Project Manager, Watershed Planning
Quentin Hanchard, Manager, Development Planning and Regulation

#	TRCA Comments November 18, 2010
Environmental Project Report	
1.	Please provide a brief summary response as to why integration with the existing Highway 407 is not an option.
2.	The EA has included areas identified as "potential TOD" (transit oriented development) in association with a number of proposed station locations. The feasibility of these elements has not been confirmed and staff cannot support them in concept as part of this EA as they are unrelated to the Transitway itself. Reference to these should be excluded from the EA generally, and from figures entirely. While the potential can be considered in locating of stations, in no way should it appear as a component of the overall project.
3.	The station envelopes should be subject to review under TRCA policies for new development where they have potential to impact on Regulated Areas. Specifically from an ecological perspective, defining of the developable portion of a site should be undertaken at the earliest planning stages to ensure that valley and stream corridors are appropriately delineated and protected. Further, consideration of the TRCA's Natural Heritage System Strategy and watershed plans needs to be integrated into the overall assessment of station locations, sizing and design. Preliminary assessment and discussion of site constraints based on Provincial, municipal and TRCA planning policies should be completed at the EA stage to ensure adequate developable area is available for all station locations.
4.	A screening by the MNR for Species at Risk should be completed for the entire study area, with results included within the EA.
5.	<p>Section 4.1.3 - Groundwater</p> <p>Staff notes that significant and potentially difficult groundwater conditions are present in the area around the East Don Crossing. This was identified at previous meetings, but there appears to be no mention of this in the ESR. Staff would like to note that there should be a significant amount of geotechnical data available for this reach either through MTO-407 or York Region (Sewer section).</p> <p>From the available information and previous project reviews, the possible bridge foundation construction over the Little Don River (between Bathurst Street and Yonge Street) represents the most potential area for impacts to occur to a watercourse. The impacts would be a consequence of groundwater control requirements for abutment installation activities due to reported high groundwater levels.</p> <p>TRCA hydrogeology staff concurs that further site-specific testing / studies will be required at the proposed crossing locations. The selection of appropriate crossing structures and construction methodology will be made. Appropriate construction methods should minimize groundwater impacts to the watercourses spanned.</p>
6.	<p>Section 4.1.4 – Fish and Aquatic Habitat</p> <p>A coolwater category is defined for several watercourses. The proponent is advised that the classification by the Ministry of Natural Resources (MNR) has been revised, with the following changes: Crossing D12 is classified as coldwater ; Crossings R8, R6 and R7 are all classified as warmwater systems (MNR, 2008- TRCA screening mapping).</p> <p>It should be noted that classification of the thermal regime of watercourses is provided to TRCA from the MNR. The MNR is the responsible agency for the management of fisheries resources within the Province. Classification identifies the management objectives for the system and provides recommendations for construction timing for the protection of the local fish community during its reproductive phases. They are provided as guidelines, and reflect both existing and future management direction.</p>

7.	<p>Section 6.2.2.2 Go Barrie – Concord Station</p> <p>The station is proposed on lands currently designated as part of the natural heritage system within the Don Watershed Plan and TRCA's Regulated Area. The limits of the existing natural features, specifically the valley and stream corridor as defined by TRCA, need to be established. The proposed station design needs to respect the limits of the natural feature and the EA should demonstrate that this can be achieved.</p> <p>Staff notes that there has been a recent report of the presence of a species protected under the ESA 2007 in this area (Blandings Turtle; <i>Emydoidea blandingii</i>). Please consult the Ministry of Natural Resources directly with regard to issues related to endangered species.</p>
8.	<p>Section 6.2.2.5 – Leslie Station</p> <p>The limits of development in relation to the watercourse need to be established to ensure parking area is appropriately sited.</p>
9.	<p>Section 6.2.2.6/7– Woodbine Station</p> <p>There appears to be a watercourse/drainage feature across this property that has not been identified or discussed within the Natural Heritage Report. Details regarding this tributary are needed as the transitway is proposed to cross it. There also appears to be a drainage feature paralleling the transitway and woodlot edge. The form and function of these features needs to be investigated. Limits of development for the station and parking facilities needs to be established, with station and parking areas appropriately designed to protect these features. Wetland habitats on site need to be identified for protection, and impacts mitigated to the extent possible.</p>
10.	<p>Section 6.2.2.8 – Kennedy Station</p> <p>The existing drainage features should be identified on plans. It appears that transit oriented development is proposed that would remove these features. Staff does not support this, and request that the potential future development locations be removed from plans. As noted previously, the limits of development for the station and parking facilities need to be established to ensure natural features are protected. Further detailed assessment of the form and functions of these features will be required.</p>
11.	<p>Section 6.3.2 – Bridge Sizing</p> <p>TRCA staff would like to ensure that ecological functions are maintained or improved at all crossing locations. Bridge sizing should include assessment of long-term channel movement (via meander belt) and provide for wildlife as well as fish passage. This issue can be addressed at detailed design, but understanding of expectations and commitments to address TRCA issues should be identified in EA.</p>
12.	<p>Table 7-1</p> <p>Impacts to fish and fish habitat will result from the construction of both bridges and culverts, but this does not appear to be identified. While the most damaging effects can be mitigated to avoid a HADD, it is not accurate to assume no impacts in either the short or long terms when watercourses are covered, and the impacts are cumulative. Also, it is staff opinion that impacts to wildlife and wildlife habitat can be negatively affected by additional watercourse crossings, particularly if passage is further impaired. Vegetation, wildlife habitat and fish habitat are also potentially affected by the proposed maintenance and storage facilities, as well as for stations. Despite being predominantly "cultural" landscapes, they provide habitat, including potential habitat for species at risk in the case of cultural meadow habitats. These are permanent impacts related to the project footprint, and it is staff opinion that this has been understated in the EPR.</p> <p>There also appears to be potential impacts to fish and fish habitat at the proposed Woodbine Station as there are watercourses illustrated on mapping, but not addressed in the background report (NHR – Appendix 4).</p>

13.

Table 7-2

a) The footprint total area is identified in Table 7-2 as 73.06ha. While the areas affected may already have been disturbed historically (thus the cultural label), the impacts to the existing communities directly affected is permanent and significant at the local level. The overall net loss of greenspace, wetlands, and TRCA's defined Natural Heritage System should be identified, and opportunities to provide for improvement within the Parkway belt lands to offset impacts should be provided. Specifically, losses of wetland and tree cover should be mitigated/compensated for, and opportunities to improve meadow habitats considered. Based on the information presented, staff can concur that impacts are not likely to be significant provincially, but the cumulative effects and local impacts need to be more carefully considered and evaluated.

b) It should be identified that impacts will be further assessed and mitigated or compensated for at the detailed design stage. A key mitigation factor for impacts to fish habitat is design. While a preliminary design is described in table 7-2, this may not be acceptable, and the need to revise to address all issues (including fluviogeomorphic processes, wildlife passage, hydrology, fish habitat) should be clearly identified.

c) With regard to species at risk, staff advises that Bobolink has been recently uplisted under the ESA 2007. This species is noted as recorded within the study area. Implications will need to be addressed. There are also a significant number of meadow dwelling species recorded within the study area that utilize the cultural meadow habitats that dominate the Parkway lands. Implications to these species should be noted.

d) Within table 7-2, the need to address TRCA issues related to dewatering and dewatering discharge should be identified for Groundwater, under Monitoring and Recommendation. TRCA requires that an Environmental Management Plan be prepared where dewatering has potential to negatively impact fish habitat, wetlands or forests. A TRCA draft guideline is provided for further information.

e) Within table 7-2, related to vegetation communities, the need for invasive species management should be identified as a mitigation measure where appropriate, since the impacts anticipated include increased opportunity for non-native species establishment.

f) Within table 7-2, staff requests that implications to milk snake and snapping turtle be further evaluated. The loss of over 5ha of wetlands, including some complete removals, is likely to have implication to snapping turtles, as well as to amphibians. Given the general rarity of wetlands locally, this is a significant loss, justification of which has not been sufficiently demonstrated. Within this section, please identify if the records for either species is within the proposed construction footprint, and the date of the records. The rationale for the statement that impacts are not anticipated should be made clear.

g) Within table 7-2, under wildlife and wildlife habitat, mitigation measures should include implementation of habitat creation or enhancement to off-set losses that will result. While replacement of area is not usually possible (except for wetlands), the functionality of habitats may be improved, including improvements to connectivity.

h) Within table 7-2, and within section 7.2.1, generally, there should be some discussion of TRCA's defined Natural Heritage System. While not a provincially designated natural area, the System was established to address the "systems approach" to management of natural heritage as identified within the Provincial Policy Statement, and to replace the antiquated "areas" approach.

14.

Table 7-5

a) Please include reference to the need to address staff issues surrounding dewatering and its implications to natural features and fish habitat, as well as the efforts to achieve a no harmful alteration, disruption or destruction (HADD) as a result of dewatering operations. Commitment to the preparation of an EMP as necessary should be provided. Monitoring for compliance and performance should be anticipated.

b) While staff supports the proposed mitigation measures generally, it should be noted that mitigation is not restricted only to the measures stated, but may include additional measures as deemed necessary by regulatory agencies. It is during detailed design that clarity regarding the full scale of impacts is resolved, and this needs to be acknowledged within the EA. The full suite of mitigation and compensation options identified within this report should be carried forward into the main body of the Environmental Project Report.

c) Please identify that additional mitigation measures may be required based on detailed design, and that compensation requirements will also be established at detailed design. A commitment to try and achieve an ecological gain should be identified, with details to be addressed during detailed design.

Draft Natural Heritage Report (Appendix 4)

15.

a) Figure 2b and Table 1 do not identify the drainage feature that appears to be present between site D15 and R8. Please provide information regarding this feature.

b) In Table 1, staff suggests that under flow conditions, the overall flow pattern be identified rather than based on single state condition. For example, flows should be identified as ephemeral, intermittent or permanent as this is more significant in terms of fish and fish habitat form and function.

c) In section 3.3.1 or 2, staff recommends further discussion regarding the status of redbreasted dace within the relevant reaches. While they have been present historically, MNR must be contacted to confirm if the species is still present and if review and permitting under the ESA 2007 is required. The date of collections should be noted.

d) Figure 3b: German Mills Creek is mislabeled as Beaver Creek.

e) Screening by MNR for all species under the ESA2007 should be completed for this project.

Plan and Profile Plates

16.

a) There are some preliminary descriptions of preferred structure sizes – this would be good information to add to the plates for ease of review. The preliminary descriptions as provided in the Fluviogeomorphic preliminary assessment should also include station locations rather than site numbers that are not referenced or mapped elsewhere (as far as staff could see anyway)

b) Plate 31 is not correctly depicting the existing channel location at station 21+650 (approx). The channel to the north has been realigned, and is connected to the existing culvert under Hwy 407 via an open drainage feature (fish habitat) which runs parallel to the 407 for some distance, until it reaches the created wetlands to support the new channel. Alignment as shown will have significant implications to this feature, and TRCA requests that the alignment be provided on the south side of the 407 to the extent possible.

c) Plate 28 does not identify the crossing of a watercourse feature that appears to be present at station 18+970. This needs to be revised. This feature appears to have been overlooked generally.

Stormwater Management**17.**

a) Please be advised that the Authority manages incremental changes to the watershed, which is why stormwater management is required for all sites. The analysis provided indicates that quantity control may not be required due to the impacts from the watershed scale; impacts should always be assessed from a site scale. For example the contributing drainage area of the 407 Transitway is quite small compared to the entire drainage area of the watersheds it resides in. From that scale the increase in impervious cover, and resulting peak flows may not be an issue. Conversely from a site by site scale the impact is quite significant. As such appropriate quantity criteria will apply to the transitway right of way.

Quantity control criteria is as follows:

- Black Creek – Unit Release Rates
- Don River – sites greater than 5ha apply unit release rates as defined in "Unit Flow Rates for Stormwater Control Upper Don River Watershed", sites less than 5 ha apply the 2 to 100 post to pre control
- Rouge River – From a watershed management perspective no quantity control is required. However local Municipalities may have requirements, should drainage be directed to municipal infrastructure.

Please note that water quality control to the Enhanced Level (i.e. 80% TSS removal) is required across TRCA jurisdiction. Please note that Table 5.1 notes water quality control as being only required for the Don and Rouge River watersheds.

Erosion control criteria is as follows:

- Sites greater than 5 ha, detain and release a 25mm over a 24h period
- Sites less than 5 ha, detain a rainfall depth of 5mm (across all impervious areas) through infiltration or rain water reuse.

b) Please note that the City of Vaughan is in the process of finalizing the "Black Creek Stormwater Optimization Master Plan Class Environmental Assessment" which included a detailed hydrologic assessment of the Black Creek north of Steeles Avenue. Staff recommends MTO obtain a copy of the hydrologic model developed by City and utilize it as part of the Transitway assessment.

In addition to the above the City of Vaughan should be consulted on the proposed Stormwater management plan, ensuring the targets and intent of the "Black Creek Stormwater Optimization Master Plan Class Environmental Assessment" are achieved for the transitway site.

c) Where the proposed transitway is to tie into existing SWM ponds, the ponds need to be assessed to ensure they are appropriate for use (ensure they can accommodate additional drainage/impervious surfaces, and provide stormwater control to today's standards). Since the majority of the SWM scheme depends on the use of existing ponds, they should be assessed during the EA phase, opposed to waiting to detailed design. Where ponds do not have sufficient volume (permanent pool, extended detention, and active storage), the lack of SWM control should be addressed through means (source and conveyance) within the proposed right of way.

c) Further to the above, from a quantity control perspective the 407 SWM ponds should be included in the hydrologic modeling to ensure quantity control volumes meet the watershed objectives, as well as assessing the ponds impact to the receiving systems.

d) Please explain why the STANDHYD command has been used to model the transitway catchments for pre-development conditions. The text in the report notes a majority of the right-of-way as being undeveloped; as such a NASHYD should have been used. Please revise accordingly.

Hydraulic Assessment**18.**

a) Please note that the proposed Jane Station and associated maintenance yard is within the Regional Flood plain. Should MTO wish to proceed with the development plan a comprehensive flood remediation plan for the area will be required. This will require MTO to provide a hydrologic and hydraulic assessment of the area to ensure no adverse impacts to flood line elevations upstream and downstream of the subject site. The assessment shall include hydrologic, hydraulic modeling to assess impacts to downstream areas (erosion and quantity), due to the flood remediation option (most likely the removal of the CNR crossing, which is a major cause of the flood plain). Since the intent of an Environmental Assessment is to assess feasibility, this assessment should be provided as part of the EA package.

Discussions related to the Jane Station should also occur with the City of Vaughan as the "Black Creek Stormwater Optimization Master Plan Class Environmental Assessment" was developed specifically to deal with flood concerns along the Black Creek.

b) Please note that the access route for the proposed GO Barrie Station is located within the Regional Flood plain (191.13 masl, 190.69 masl). Access to and from the site will become an issue during a Regional event, as such please ensure ingress and egress is "safe" pursuant to Provincial floodproofing guidelines.

c) Staff has concerns with relocating the watercourse to accommodate the proposed pond at Woodbine Station. Please provide additional assessments, ecological, fluvial and hydraulic appropriateness of channel relocation at this location. To assess the feasibility the noted assessments should be included as part of the EA.

Further to the above the proposed transitway runs directly through the above noted watercourse between stations 19+600 to 19+800. Based on the proposal a creek realignment would be required in this location as well, the additional analysis (as noted above) would apply in this instance as well.

d) Appendix C, Creek Reference #3, please confirm with the City of Vaughan if drainage is severed by the 407. Additional hydrologic and hydraulic analysis may be required to confirm structure size. The "Black Creek Stormwater Optimization Master Plan Class Environmental Assessment", may have specific requirements for this tributary which may dictate the size of the structure.

e) The proposed Transitway alignment passes through a SWM pond at station 10+400. Based on Figure 6.5 in Appendix C, significant grading would need to occur within the pond to accommodate the transitway. How will Stormwater be treated during construction, and how will the pond function post development? Is this an appropriate transitway alignment?

f) Please explain how the reach boundary conditions were determined for areas where no existing HEC models exist? Critical depth, and known water elevations were used, yet the model only extends a few cross-sections upstream and downstream of the proposed crossings. Please ensure an appropriate method for determining starting water surface elevations are used, and ensure the models are of sufficient length to ensure water levels through the structures are appropriate. Reach lengths should be based on a model sensitivity analysis.

In addition to the above the hydraulic models should be extended a sufficient distance upstream to accurately assess impacts to flood plain elevations upstream of the right of way.

g) Is the intent to have a flyover crossing for creek reference #10? The figures provided indicates there is a crossing, yet no hydraulic assessment has been provided. Please provide clarification as to the transitway crossing at this location. Also please note TRCA has "Final Draft" flood plain mapping and HEC modeling for the area that can be used in the assessment. Please contact Nick Lorrain at ex. 5336 to obtain a copy.

h) There appears to be 2 crossings located at Creek Reference #12, please confirm.

- i) Based on Air Photo's of the area, there appears to be a watercourse located at the proposed Unionville Station. Please confirm if a watercourse exists in this location. If so please include the appropriate analysis.
- j) Please confirm how Stormwater management will be dealt with at the Unionville Station? No discussion or analysis has been included in the "Drainage Hydrology, Stormwater Management, and Floodplain Hydraulics Report".
- k) How do the proposed water crossings compare to the existing Highway 407 crossings, please provide a comparison table.

Fluvial Assessment

- 19.**
- a) Please note that the Fluvial report speaks primarily to extensions of existing culverts, while the "Drainage Hydrology, Stormwater Management, and Floodplain Hydraulics Report" notes multiple new crossings (i.e. Creek Reference #12, Drainage report notes a 37m span, fluvial assessment an extension). Please ensure that where new crossings are proposed a fluvial assessment is provided.
 - b) The crossing sizes differ from the "Drainage Hydrology, Stormwater Management, and Floodplain Hydraulics Report", and the Fluvial Assessment. Please ensure consistency between the two reports.
 - c) Please ensure that the sizing of each of the proposed structures is justified with a fluvial assessment. This will require a Meander Belt and 100 year Erosion assessment at each of the proposed new crossings. The assessment must be in accordance with TRCA's "Belt Width Delineation Procedures" 2004, which is TRCA's standard protocol for assessing Meander Belt and 100 year erosion limits.

At a minimum the corridors beneath the structures must be sized to meet the 100 year erosion limit, where no grading, construction is to occur with this zone.
 - d) The scope of the fluvial assessment should be expanded to include provisions for channel realignments, and re-established valley corridors where necessary (i.e. Woodbine Station, Jane Station).
 - e) During the detailed design phase of the project, fluvial input should be provided for the alignment of each of the structures, relative to the creek (i.e. appropriate skew, pier locations, etc.).
 - f) In addition specific channel bank erosion protection should be assessed and designed during the detailed design phase of the project. Bank vegetation tends to die due to lack of light/water under water crossings, once this has occurred it is likely that bank erosion under the structure will commence, potentially impacting the long term stability of the structure.

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Loy Cheah
Manager
Region of York
Transportation Planning
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1**

Update contact information if necessary

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☒

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

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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BY LGL LIMITED

Health Services Department
Emergency Medical Services Branch

July 16, 2007

Mr. Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LLG Limited
Environmental Research Associates
22 Fisher Street, P.O. Box 280
King City ON L7B 1A6

Dear Mr. Kauffman:

**Re: Highway 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham
Regional Municipality of York
Planning and Preliminary Design Study**

We have received your letter informing York Region EMS of the aforementioned Planning and Preliminary Design Study.

Please forward to us any information you may have on the following:

- Access routes
- Egress routes
- Duration of impediments
- Possible impact(s) if any, on the Emergency Services Sector

Sincerely,



Susan Wood, Manager, Operations
Emergency Medical Services Branch

SW/mcc

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JUL 18 2007

BY LGL LIMITED

441448_Class Assessment Request for Highway 407_TGransitway from Highway 400 to Kennedy Road

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Mr. Norm Barrette
Director of Operations York Region EMS
Region of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1**

Update contact information if necessary

*Ms. Susan Wood
Manager Operations
Regional Municipality of York
17250 Yonge Street
Newmarket Ont
L3Y 6Z1*

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☒

see attached letter

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Bruce Macgregor
06 July 2007
Page 3

HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Mr. Bruce Macgregor
C.A.O.
Region of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Update contact information if necessary

Paul May
Director, Infrastructure Planning
Planning & Development Services Dept.
York Region
17250 Yonge St.
Newmarket, Ontario
L3Y 6Z1

Please check the most appropriate statement.

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

☐

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

☐

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

see Note ①

☒

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

see Note ②

☒

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

☐

① *We will provide comments throughout the project as a member of the Technical Advisory Committee.*

② *More specificity is needed to identify what background information is required from York Region*

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
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Email: gkauffman@lgl.com

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Bruce Macgregor
06 July 2007
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HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
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PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Update contact information if necessary

Mr. Bruce Macgregor
C.A.O.
Region of York
17250 Yonge Street
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L3Y 6Z1

Please check the most appropriate statement.

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

I am interested in receiving the following additional information about the project: ☒

main
I believe Paul May will be the EA contact
for this study for York Region broadly.

I will be the YRT rep on both the TRG and
the FPS workshops - *in*

Please return this completed form by August 6, 2007 to:

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P.O. Box 280, 22 Fisher Street
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Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

IRENE McNEIL, B.E.S.
Manager, Service Planning
York Region Transit

The Regional
Municipality of York
York Region Transit
50 High Tech Road, 5th Floor
Richmond Hill, Ontario
L4B 4N7

York Region

Tel: (905) 762-1282 x 5628
Fax: (905) 762-2113
Toll Free: 1-866-758-0749
Internet: www.yorkregiontransit.com • Email: irene.mcneil@york.ca



Emergency Medical Services Branch
Community and Health Services Department

June 29, 2010

Mr. Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
Environmental Research Associates
22 Fisher Street, P.O. Box 280
King City ON L7B 1A6

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JUL 05 2010
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Dear Mr. Kauffman:

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Regional Municipality of York
Planning and Preliminary Design Study**

We have received your letter informing York Region EMS of the Public Information Centre.

Please forward to us any information you may have on the following:

- Access routes
- Egress routes
- Duration of impediments
- Possible impact(s) if any, on the Emergency Services Sector

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Wood', written over a horizontal line.

Susan Wood
Manager of EMS
Emergency Medical Services Branch

SW/mcc

2182467_407 Transitway _Highway 400 to Kennedy Road(E01)



Planning and Development Services Department

Infrastructure Planning

Fax No. 905-895-0191

July 15, 2010

Mr. Robb Minnes, P.Eng.
Ministry of Transportation, Central Region
Highway Engineering, Toronto/ Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, ON M3M 1J8

Dear Mr. Minnes:

**Re: 407 Transitway from east of Highway 400 to Kennedy Road
Review of the draft Functional Planning Report**

Thank you for circulating the draft Functional Planning Report for the 407 transitway from east of Highway 400 to Kennedy Road (dated March 2010) to York Region for review. Staff from the Infrastructure Planning Branch, York Region Transit and Rapidco have reviewed the draft report and wish to provide you with these consolidated comments.

Go-Barrie Station

As part of the Highway 7 Bus Rapid Transit (H2) project, road widening is planned on Highway 7 west of the GO Barrie Rail crossing and east of the West Don River bridge structure, with BRT operation in mixed traffic on the section of Highway 7 between these points. Coordination of widening on Highway 7 for the 407 Transitway is therefore required with the H2 project to ensure the appropriate lane transitions, etc.

YRRTC suggest that the proposed GO Station be located closer to Highway 7, to provide a more balanced pedestrian connection to the 407 BRT, viva stops on Highway 7, and the Concord Centre north of Highway 7.

YRRTC also suggest that the proposed viva stops on Highway 7 (i.e. no service within the station) be located closer to the GO Rail overpass (similar to that proposed at Leslie Street), to provide passengers a shorter access route to the proposed GO Station and to the 407 BRT, while taking advantage of the use of the proposed vertical passenger connection.

Consideration should also be given to future on-site circulation for viva buses for connection with the 407 BRT and GO Barrie services.

Bathurst Station

YRRTC has also been developing options for a station layout within the loop ramp at Bathurst Street. The preliminary preferred option is to provide the eastbound stop on the loop ramp at an intersection in the approximate location as that proposed for the 407 BRT design, and the westbound stop within the loop ramp (i.e. off of the ramp). We therefore suggest further coordination between the vehicle and bus access design proposed for the 407 BRT

and for vivaNext, at the Bathurst Street Station. We will be happy to work with you to determine one feasible solution for all uses.

Highway 7 and Bayview

As per a meeting held with Gus Garron of Delcan on April 27, the proposed 407 BRT alignment will impact the proposed vivaNext south elevator tower at Bayview Avenue. We are currently working together to mitigate impacts on this tower.

Leslie Station

The proposed locations of the YRT stops in the April 2010 Planning & Preliminary Design update are appropriate, based on passenger / pedestrian connections to the various services.

Markham Centre Station

The Town of Markham has prepared a document called "Markham Live" which is its vision for the Markham Centre. This document should be reviewed / referenced to coordinate rapidway alignments, and the location and layout of a vehicular and bus access station at the GO Stouffville Line. The vivaNext alignment and station design at this location is still under review by YRRTC. Coordination of station designs in this area is required by all parties.

Richmond Hill Centre Station (Yonge Subway)

YRRTC in partnership with the City of Toronto and TTC are currently undertaking a Conceptual Design study for the Yonge Subway. One of the deliverables will be a conceptual design of the Richmond Hill Centre mobility/anchor hub which will connect subway, bus and commuter rail services in addition to the future 407 transitway. The design concept will reflect the proposed alignment (both horizontal and vertical) of the 407 transitway at RHC as is currently proposed. It should be noted that the connection road from the transitway to the surface road network may need to be revised in order to work with the concept that evolves for the multi-level bus terminal. The current design shows this connection road to extend through the bus terminal which may not be feasible. The 407 transitway team will need to provide input as the bus terminal concept evolves to ensure that 407 transitway options are protected to the extent possible. Constructability and construction staging are going to be key considerations in the design of the bus terminal and all future users of the hub need to provide input. The Yonge subway team will keep the 407 Transitway up-to-date as RHC bus terminal concepts are developed.

Crossings of Regional roads

All crossings of Regional roads should be designed to accommodate the ultimate width of the Regional corridor, 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. We would be pleased to work with you during the development of the structural general arrangements to ensure that the Region's needs are accommodated.

We have the following additional input to provide with regard to the detailed review of the draft Functional Planning Report for the 407 Transitway:

- The appendices of the Functional Planning Report provide some of the detailed technical information regarding the project, but we assume a complete set of sub consultant reports will be provided at some stage of the EA process.

- The appendices do not include a complete consultation record, PCC material, presentations to Committee/Councils, Council resolutions, minutes of meetings etc. We would recommend that this information be included in the final report.
- Section 1.5.5 of the report should reference the updated York Region Official Plan (December 2009) and Transportation Master Plan (November 2009).
- Section 1.7.1 should reference York Region's updated Transportation Master Plan.
- In section 1.7.4, the reference to the long term extension of the Spadina Subway to the 407 Transitway and the Vaughan Corporate Centre should be removed. The Spadina Subway Extension in its entirety from Downsview Station to the Vaughan Metropolitan Centre is a fully funded project and is scheduled to be completed by late 2015/early 2016.
- In Figure 2a (page 17), the 2001 urban density in the Regional Centres should be reflected. It is not clear that the purple dots on the figure appropriately reflect this information. Perhaps the dots should be identified as Urban Growth Centres.
- In Figure 2b, the boundaries of the Urban Growth Centers should be better reflected and labeled as shown on the figure provided on page 35 (Figure 8b)
- We would suggest that the labeling of the tables and figures in the report reflect the section of the report in which they are located for ease of locating.
- In Section 2.2.3, the Region's rapid transit network (vivaNext) should be identified in the Transportation Network Assumptions.
- Page 24, last paragraph, please delete the sentence that reads "Because of the more dispersed land use patterns found in northern York Region, this trip market is projected to have the lowest transit mode split of 8% in 2031". The transit ridership is more relevant to the 407 Transitway planning and should be referenced where appropriate instead of transit mode split.
- Tables 3 and 4, the Markham Centre station should be identified as Markham Centre/GO Unionville.
- In Table 4, passenger pick-up and drop-off information is missing.
- In Table 5, the 2031 employment statistics are incorrect (the numbers listed are from Places to Grow for the year 2001).
- In Table 7, the park and ride demand is not consistent with demand provided in Table 4.
- In the second paragraph of Page 32, we recommend adding some discussion of passenger pick-up and drop-off.
- In section 3.1.4, it would be useful to include some ridership data for the Viva routes.
- In section 3.4.1, 3.4.2 and 3.4.3, it would be useful to include a land use map for the City of Vaughan, Town of Richmond Hill and Town of Markham along with the latest update on population and employment numbers. For consistency, the future population and employment numbers should reflect the 2031 forecast and not 2021 or 2026.
- In Figure 12.a, the area north of Highway 7 between Dufferin and Bathurst is identified by the shading as Urban Village (although the colour is similar to the shading used for employment areas and may not be clear to all readers). It is not clear what the difference is between Urban Village and Urban Residential. Figures 12 a and b would benefit from fewer land use categories.
- In section 3.5, it is not clear if or how potentially contaminated sites are being affected by the planned 407 Transitway. If the project will not affect these sites, then it is not clear why a Phase II ESA is being recommended.

- In section 3.7, it would be useful to have a definition of Cultural Heritage Resources.
- In section 4.1, it would be helpful to specify how the Transit Project Assessment Process notices will be distributed since the O.Reg. includes specific requirements for direct notification of property owners as opposed to relying solely on newspaper notices.
- First Nations Consultation is a major issue with the Ministry of Environment. A specific section should be included in the report.
- Section 5.3 (on page 95) should also include a reference to O.Reg. 231/08 s.8(4).
- In section 5.3.1, a map of the stations locations would be useful.
- Report has two sections numbered as 5.3 (page 95 and 104).
- Section 5.3 (on page 104) – the reference to Table 15 should actually be a reference to Table 19.
- Section 5.3 (on pages 107 to 111) it would be useful to have an evaluation table that summarizes the selection of the preferred routes and station sites for each segment.
- In section 5.5 on page 115, the reference to Figures 10 a-c is not correct. The technically preferred route is identified in figure 14 a-c.
- The information in section 7.0 (Rapid Transit Technology Alternatives) would be better suited in section 5.3 – Alternative Methods.

Please note that York Region Transit staff have also provided comments related to the proposed 407 transitway project under separate cover (January 27, 2010 correspondence to Delcan) a copy of which is attached.

Thank you again for providing us with an opportunity to review the draft Functional Planning Report for the 407 transitway from east of Highway 400 to Kennedy Road. Should you have any questions, please do not hesitate to contact me at 905-830-4444 extension 5056 or steve.mota@york.ca.

Sincerely,



Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SM/ wl

Attachment 1. York Region Transit staff comments dated January 27, 2010

Copy to: Liza Sheppard, Rapidco
Adrian Kawun, YRT
Brian titherington, Rapidco
Khaled El-Dalati, Delcan

**Response to York Region's Consolidated Comments on Highway 407
Functional Planning Report (Draft March 2010)**

Item	Description	Response
STATION PLANNING:		
GO-Barrie Station	<p>As part of the Highway 7 Bus Rapid Transit (H2) project, road widening is planned on Highway 7 west of the GO Barrie Rail crossing and east of the West Don River bridge structure, with BRT operation in mixed traffic on the section of Highway 7 between these points. Coordination of widening on Highway 7 for the 407 Transitway is therefore required with the H2 project to ensure the appropriate lane transitions, etc.</p> <p>YRRTC suggest that the proposed GO Station be located closer to Highway 7, to provide a more balanced pedestrian connection to the 407 BRT, viva stops on Highway 7, and the Concord Centre north of Highway 7.</p> <p>YRRTC also suggest that the proposed viva stops on Highway 7 (i.e. no service within the station) be located closer to the GO Rail overpass (similar to that proposed at Leslie Street), to provide passengers a shorter access route to the proposed GO Station and to the 407 BRT, while taking advantage of the use of the proposed vertical passenger connection.</p> <p>Consideration should also be given to future on-site circulation for viva buses for connection with the 407 BRT and GO Barrie services.</p>	<p>The requirement to coordinate widening transition to match the VivaNext road cross-section either side of the station will be included in the Environmental Project Report (EPR) and the MTO's Preliminary Design Report (PDR)</p> <p>During PD, the locations of both the GO Station platforms and the bus stops on Hwy 7 have been optimized to best serve all users. The EPR and PDR will show these locations.</p> <p>Future on-site circulation for Viva buses will be incorporated in the preliminary design.</p>
Bathurst Station	<p>YRRTC has also been developing options for a station layout within the loop ramp at Bathurst Street. The preliminary preferred option is to provide the eastbound stop on the loop ramp at an intersection in the approximate location as that proposed for the 407 BRT design, and the westbound stop within the loop ramp (i.e. off of the ramp). We therefore suggest further coordination between the vehicle and bus access design proposed for the 407 BRT and for vivaNext, at the Bathurst Street Station. We will be happy to work with you to determine one feasible solution for all uses.</p>	<p>The MTO's 407 Transitway EPR will note that an optimum connection between Viva and the 407 Transitway will be developed in consultation with YRRTC and the layout will be shown in the PDR if finalized at time of completion.</p>
Highway 7 and Bayview	<p>As per a meeting held with Gus Garron of Delcan on April 27, the proposed 407 BRT alignment will impact the proposed vivaNext south elevator tower at Bayview Avenue. We are currently working together to mitigate impacts on this tower.</p>	<p>MTO is awaiting confirmation from YRRTC that any conflicts between facilities have been mitigated so the solution can be documented in the EPR and PDR.</p>
Leslie Station	<p>The proposed locations of the YRT stops in the April 2010 Planning & Preliminary Design update are appropriate, based on passenger / pedestrian connections to the various services.</p>	<p>The EPR will describe the functional requirements and the PDR will reflect the proposed design shown in the Functional Planning Report.</p>
Markham Centre Station	<p>The Town of Markham has prepared a document called "Markham Live" which is its vision for the Markham Centre. This document should be reviewed / referenced to coordinate rapidway alignments, and the location and layout of a vehicular and bus access station at the GO Stouffville Line. The vivaNext alignment and station design at this location is still under review by YRRTC. Coordination of station designs in this area is required by all parties.</p>	<p>Alternative alignment and station design options will require extensive consultation, planning review and amendment. TW EA would be modified after approval by amendment once there is full agreement on modifications.</p>

Item	Description	Response
Richmond Hill Centre Station	YRRTC in partnership with the City of Toronto and TTC are currently undertaking a Conceptual Design study for the Yonge Subway. One of the deliverables will be a conceptual design of the Richmond Hill Centre mobility/anchor hub which will connect subway, bus and commuter rail services in addition to the future 407 transitway. The design concept will reflect the proposed alignment (both horizontal and vertical) of the 407 transitway at RHC as is currently proposed. It should be noted that the connection road from the transitway to the surface road network may need to be revised in order to work with the concept that evolves for the multi-level bus terminal. The current design shows this connection road to extend through the bus terminal which may not be feasible. The 407 transitway team will need to provide input as the bus terminal concept evolves to ensure that 407 transitway options are protected to the extent possible. Constructability and construction staging are going to be key considerations in the design of the bus terminal and all future users of the hub need to provide input. The Yonge subway team will keep the 407 Transitway up-to-date as RHC bus terminal concepts are developed.	The MTO's EPR will document the transit interface functional requirements based on the proposed station and runningway layout shown in the Functional Planning Report. MTO noted the need to integrate the configuration of the access ramp with Region bus facilities in prior discussions and will incorporate the YRRTC solution in the MTO's PDR if available at time of completion.
Crossings of Regional Roads	All crossings of Regional roads should be designed to accommodate the ultimate width of the Regional corridor, 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. We would be pleased to work with you during the development of the structural general arrangements to ensure that the Region's needs are accommodated.	MTO will confirm that the design of the transitway alignment and clearance envelope across Regional roads will accommodate the ultimate width and facilities planned by the Region in its' current Transportation Master Plan.
ADDITIONAL INPUT BY YORK REGION		
Detailed Technical Information	The appendices of the Functional Planning Report provide some of the detailed technical information regarding the project, but we assume a complete set of sub consultant reports will be provided at some stage of the EA process.	The MTO's EPR will contain Appendices with a complete set of Technical Study Reports
Consultation Information	The appendices do not include a complete consultation record, PCC material, presentations to Committee/Councils, Council resolutions, minutes of meetings etc. We would recommend that this information be included in the final report.	The technical functional planning report circulated is not intended to be a draft EPR. The latter will contain a complete record of all Stakeholder Consultation including First Nations.
General Comments on Sections 1 and 2	<p>Section 1.5.5 of the report should reference the updated York Region Official Plan (December 2009) and Transportation Master Plan (November 2009).</p> <p>Section 1.7.1 should reference York Region's updated Transportation Master Plan.</p> <p>In section 1.7.4, the reference to the long term extension of the Spadina Subway to the 407 Transitway and the Vaughan Corporate Centre should be removed. The Spadina Subway Extension in its entirety from Downsview Station to the Vaughan Metropolitan Centre is a fully funded project and is scheduled to be completed by late 2015/early 2016.</p> <p>In Figure 2a (page 17), the 2001 urban density in the Regional Centres should be reflected. It is not clear that the purple dots on the figure appropriately reflect this information. Perhaps the dots should be identified as Urban Growth Centres.</p> <p>In Figure 2b, the boundaries of the Urban Growth Centres should be better reflected and labeled as shown on the figure provided on page 35 (Figure 8b)</p> <p>We would suggest that the labeling of the tables and figures in the report reflect the section of the report in which they are located for ease of locating.</p> <p>In Section 2.2.3, the Region's rapid transit network (vivaNext) should be identified in the Transportation Network Assumptions.</p> <p>Page 24, last paragraph, please delete the sentence that reads "Because of the more dispersed land use patterns found in northern York Region, this trip market is projected to have the lowest transit mode split of 8% in 2031". The transit ridership is more relevant to the 407 Transitway planning and should be referenced where appropriate instead of transit mode split.</p> <p>Tables 3 and 4, the Markham Centre station should be identified as Markham Centre/GO Unionville.</p>	<p>All references to prior Region studies and transit expansion plans will be updated and land use planning tables and figures clarified.</p> <p>Transit ridership and mode split data will be placed in context.</p>
General Comments on Sections 3 and 4	<p>In section 3.7, it would be useful to have a definition of Cultural Heritage Resources.</p> <p>In section 4.1, it would be helpful to specify how the Transit Project Assessment Process notices will be distributed since the O.Reg. includes specific requirements for direct notification of property owners as opposed to relying solely on newspaper notices.</p> <p>First Nations Consultation is a major issue with the Ministry of Environment. A specific section should be included in the report.</p>	<p>A definition will be added.</p> <p>Public notification and First nations Consultation will be covered fully in the EPR.</p>

Item	Description	Response
	<p>In Table 4, passenger pick-up and drop-off information is missing.</p> <p>In Table 5, the 2031 employment statistics are incorrect (the numbers listed are from Places to Grow for the year 2001).</p> <p>In Table 7, the park and ride demand is not consistent with demand provided in Table 4.</p> <p>In the second paragraph of Page 32, we recommend adding some discussion of passenger pick-up and drop-off.</p> <p>In section 3.1.4, it would be useful to include some ridership data for the Viva routes.</p> <p>In section 3.4.1, 3.4.2 and 3.4.3, it would be useful to include a land use map for the City of Vaughan, Town of Richmond Hill and Town of Markham along with the latest update on population and employment numbers. For consistency, the future population and employment numbers should reflect the 2031 forecast and not 2021 or 2026.</p> <p>In Figure 12.a, the area north of Highway 7 between Dufferin and Bathurst is identified by the shading as Urban Village (although the colour is similar to the shading used for employment areas and may not be clear to all readers). It is not clear what the difference is between Urban Village and Urban Residential. Figures 12 a and b would benefit from fewer land use categories.</p> <p>In section 3.5, it is not clear if or how potentially contaminated sites are being affected by the planned 407 Transitway. If the project will not affect these sites, then it is not clear why a Phase II ESA is being recommended.</p>	<p>Ridership data will be reviewed, any erroneous data corrected and supporting land use distribution and projections will be clarified in the EPR.</p> <p>Potential effects of contaminated sites will be described in the EPR.</p>
General Comments on Sections 5 and 7	<p>Section 5.3 (on page 95) should also include a reference to O.Reg. 231/08 s.8(4).</p> <p>In section 5.3.1, a map of the stations locations would be useful.</p> <p>Report has two sections numbered as 5.3 (page 95 and 104).</p> <p>Section 5.3 (on page 104) – the reference to Table 15 should actually be a reference to Table 19.</p> <p>Section 5.3 (on pages 107 to 111) it would be useful to have an evaluation table that summarizes the selection of the preferred routes and station sites for each segment.</p> <p>In section 5.5 on page 115, the reference to Figures 10 a-c is not correct. The technically preferred route is identified in figure 14 a-c.</p> <p>The information in section 7.0 (Rapid Transit Technology Alternatives) would be better suited in section 5.3 – Alternative Methods.</p>	<p>Numbering inconsistencies will be removed.</p> <p>Tables supporting the evaluation of route and station alternatives will be included in the EPR and its appendices.</p> <p>Technology alternatives evaluation will be documented under Alternative Methods in the EPR.</p>



Planning and Development Services Department

Infrastructure Planning

Fax No. 905-895-0191

November 3, 2010

Mr. Robb Minnes, P.Eng.
Ministry of Transportation, Central Region
Highway Engineering, Toronto/ Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, ON M3M 1J8

Dear Mr. Minnes:

Re: 407 Transitway from east of Highway 400 to Kennedy Road
Review of the Draft Environmental Project Report – Version 2, September 2010

Thank you for circulating the Draft Environmental Project Report for the 407 Transitway from east of Highway 400 to Kennedy Road to York Region for review. Staff from the Infrastructure Planning Branch, York Region Transit (YRT) and the York Region Rapid Transit Corporation (YRRTC) have reviewed the draft report and wish to provide you with these consolidated comments.

Go-Barrie Station

We acknowledge that as per our comments of July 15, 2010, the proposed viva stops on Highway 7 have been shifted closer to the GO Rail overpass. The objective for doing this, as noted in our previous comments, was to provide passengers a shorter access route to the proposed GO Station and to the 407 Transitway, and accomplishing this via use of the proposed vertical passenger connection. In the 407 Transitway draft EPR, the vertical passenger connection is noted to be dependent on development in Concord West. Locating the viva stops on Highway 7 closer to the GO Rail line will not provide for effective access to the proposed GO Station and to the 407 Transitway without the use of the vertical passenger connection. We therefore suggest that the passenger connection be identified as part of the 407 Transitway project.

Bathurst Station

As noted in our comments of July 15, 2010, YRRTC has a preliminary preferred option for a station layout within the loop ramp at Bathurst Street. This provides for the eastbound stop on the loop ramp at an intersection in the approximate location as that proposed for the 407 Transitway design, and the westbound stop within the loop ramp (i.e. off of the ramp). Since the preliminary design proposed at this station in the draft EPR is different to that proposed for vivaNext, the report should indicate that during the detailed design phase, there will need to be coordination with YRRTC on the layout of this station to determine an optimal solution for all uses.

Richmond Hill Centre Station (Yonge Subway)

We require confirmation on whether the proposed 407 Transitway alignment conflicts with the existing RHC bus terminal. If it does, the report should indicate that during the detailed design phase, there will need to be staging discussions with the Yonge Subway project team, as our current bus terminal design for the RHC terminal as part of the Yonge Subway Extension has the platform in the same location as the existing terminal.

Segment F from east of Rodick Road to Kennedy Road

Given the discussion provided on page 86 regarding the alternative alignments in the Markham Centre area, Figures 5-23 and 5-24 should be reversed. In addition, Figure 5-25 should identify a single preferred alignment (F3A).

Executive Summary

Page E-3, Section E.6:

Jane Station notes that it is a connection point to a "major viva bus facility". This should be revised to indicate that the 407 Station is an 18 bay bus terminal where 13 bays are for GO buses and 5 bays are shared between YRT and viva.

The Yonge Station should include YRT in the description of the transit serving the major bus facility.

Section 2, p16

The document notes that there would be planned direct service to VMC Station. It should be noted that no 407 Transitway/GO bus spaces are currently being protected for at the VMC Station. It is anticipated that all 407 Transitway trips destined to VMC would transfer to the subway at the 407 Station. This will likely require a fare integration/fare discount strategy to be in place.

Section 1.3.1.5 York Region Transportation Master Plan

This section should be updated to reflect the latest York Region Transportation Master Plan, November 2009.

Table 2-5, 2031 to 2051 Population and Employment by Municipality

In our July 15, 2010 comments on the Functional Planning Report, we indicated that the 2031 employment statistics were incorrect (the numbers listed are from Places to Grow for the year 2001). This has not been corrected in the draft EPR.

Thank you again for providing us with an opportunity to review the draft EPR. Should you have any questions, please do not hesitate to contact me at 905-830-4444 extension 5056 or steve.mota@york.ca.

Sincerely,



Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SM

Copy to: Liza Sheppard, YRRTC
Adrian Kawun, YRT
Brian Titherington, YRRTC
Khaled El-Dalati, Delcan

From: [Khaled El Dalati](#)
To: ["Gus Garron"](#); ["Lynton Erskine"](#); ["Alia Eid"](#)
Subject: FW: Additional comments - 407 transitway
Date: November 9, 2010 3:13:17 PM

From: Minnes, Robb (MTO) [mailto:Robb.Minnes@ontario.ca]
Sent: Friday, November 05, 2010 9:51 AM
To: Wright, Melanie
Cc: Di Profio, Robert; k.eldalati@delcan.com
Subject: RE: Additional comments - 407 transitway

Thanks Melanie,

The design team will address your detailed comments.

Robb

From: Wright, Melanie [mailto:Melanie.Wright@york.ca]
Sent: November 4, 2010 10:29 PM
To: Minnes, Robb (MTO)
Cc: Di Profio, Robert; k.eldalati@delcan.com
Subject: Additional comments - 407 transitway

Hello,

Here are some additional YRT/Viva - Service Planning comments:

Page E-7: For the Kennedy Station info box, add the TTC logo with the word (future)

The references to VIVA should be shown as Viva

Section 2.3.4: the reference to Viva should be stated as YRT/Viva

Section 3.2: The bullet point which refers to York Region Transit should be stated as York Region Transit/Viva

Add a new bullet point for RapidCo

The comments for Section 3.2, should they also apply for Section 3.2.1?

3.2.3.1: YRT/Viva submitted comments but were not included in the chart. Please update the chart to include our previous YRT/Viva comments.

4.3.1 (second paragraph): For the list of transit providers, you can add GO Transit and Brampton Transit. There is a reference to different transit providers. YRT and Viva are one system. Add Promenade Terminal to the list of terminals. Remove the "s" from the word terminals.

Figure 4-3: Update the name of the title to: Existing YRT/Viva System Map (Effective September 5, 2010)

4.3.1.2: Update the reference of Finch Subway Station to: Finch GO Bus Terminal

The passenger trips reflects 2005 data. Do you need updated numbers?

The 3rd bullet point under 4. Viva Orange needs to be corrected (Street name is missing)

The 3rd bullet point under 5. Viva Green need to be corrected. Remove the information: "and along Highway 7 during off-peak periods.

For 6. Viva Pink, add a bullet point stating: Peak period service

4.3.1.3: For the second bullet point, add "Richmond Hill Centre terminal after Langstaff GO Station.

Table 5-4, Section C: For the Leslie column, remove TTC Route 25D. For the Warden/Birchmount column, add TTC 68B. For the Markham Centre, add future TTC 17A.

Table 5-4, Section D: remove the line between Viva and York Region Transit info, since we are one system (YRT/Viva)

For the Richmond Hill Centre column, add 91B. For the Richmond Hill Centre column, remove 340. What is the reference to Viva Yellow, are no plans for new viva route called yellow. What is the meaning of Viva BRT (future)? For the Markham Centre column, add viva green.

Page 72, Section C: Staff list should be updated to: YRT/Viva and RapidCo.

5.4.2.3: The spelling of Hightech should be spelled: High Tech Road.

Figure 5-20: The number of platforms to be determined at a later stage (i.e. design stage)?

5.4.2.6, Fourth bullet: add: TTC (future)

Figures 5-21 & 5-22: add the TTC logo and (future)

5.5.2: missing blanks

6.2.2.2 (site plan): How many bus platforms will that loop accommodate? What is the turning radius of that loop?

Need to accommodate 40foot buses.

6.2.2.6: Can the number of bus platforms be adjusted at the design stage? What is the turning radius of that loop? Need to accommodate 40foot buses.

6.8: Should Presto equipment be evaluated and included?

Operations and Maintenance: Do you need further information from YRT/Viva regarding the Operations and Maintenance?

Regards,

Melanie Wright, P.Eng.

Program Manager, Service Planning

York Region Transit (YRT)

50 High Tech, 5th Floor

Richmond Hill, Ontario L4B 4N7

Tel: (905) 762-1282 ext. 5631

Toll Free: 1-866-758-0749

Fax: (905) 762-2113

Email: melanie.wright@york.ca • www.yrt.ca

OUR MISSION:

To provide quality public transit services which support the economic vitality, environmental sustainability, and health of the Regional community.



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Michael DeAngelis
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Mr. Michael DeAngelis
City Manager
City of Vaughan
Vaughan, Ontario
L6A 1T1**

Update contact information if necessary

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☐

PLEASE SEE ATTACHED

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1253
Email: gkauffman@lgl.com

RECEIVED
AUG 02 2007
BY LGL LIMITED

July 25, 2007

**Highway 407 Transitway from East of Highway 400 to Kennedy Road
City of Vaughan, Town of Richmond Hill, Town of Markham
Regional Municipality of York
Planning and Preliminary Design Study
(W.P. 252-96-00)**

Re: Preliminary Comments

This project is considered to be of high significance to the City of Vaughan as it will put in place an important piece of inter-regional rapid transit infrastructure. Of particular concern is the disposition of the site on the west side of Jane Street, south of Highway No. 407 that was identified as the system's Operations and Maintenance Yard in MTO's 1998 Transitway Property Protection Study.

Given the approval of the Spadina Subway extension to Highway 7 and a TTC Subway Station at this location, along with the policies of the *Places to Grow* plan, careful consideration will have to be given as to what will be the appropriate land uses for this site. While some type of operations /commuter parking facility may be warranted, the integration of more transit supportive uses into the site will need to be evaluated.

Similarly, careful consideration will have to be given as to how the Transitway Station at the GO Bradford Rail Line might integrate with a future GO Rail Station at this location. The Region of York Transportation Master Plan identifies the provision of a GO Rail station at Highway 7 as a future priority. In addition, the York Region Rapid Transit (Viva) plan for Highway 7 identifies, in its approved Environmental Assessment, the need for a BRT station should a GO Rail station be provided. The objective should be to provide a seamless connection between the three higher order transit services to allow for the convenience of transferring passengers. It is also noted that the City has completed a land use study for this area, which has determined that it is appropriate for higher density uses.

In a general sense the City will also be concerned with the integration of the station sites into the adjacent neighbourhoods. The stations will need to support and be compatible with the existing and planned land uses. Also, functional and aesthetic factors will be prime considerations. This will be especially important when they are in proximity to any existing residential areas. Screening and noise mitigation measures will also be considerations where appropriate.

All correspondence to the City is to be copied to the Office of the City Manager through:

Roy McQuillin
Manager of Corporate Policy
Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Phone: (905) 832-8585, ext. 8211
Fax: (905) 832-8143
E-Mail: roy.mcquillin@vaughan.ca

To determine the appropriate planning and engineering/public works contacts please contact the Commissioner of Engineering and Public Works and the Commissioner of Planning, as follows.

Bill Robinson
Commissioner of Engineering and Public Works
Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Phone: (905) 832-8585, ext. 8274
Fax: (905) 832-6145
E-Mail: bill.robinson@vaughan.ca

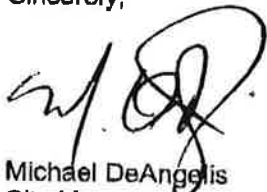
John Zipay
Commissioner of Planning
Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Phone: (905) 832-8585, ext. 8445
Fax: (905) 832-8545
E-Mail: john.zipay@vaughan.ca

We look forward to participating in the EA study as a member of the Technical Resource Group. I will be consulting with the Commissioner of Engineering and Public Works and the Commissioner of Planning to determine the appropriate representatives from the City.

Thank you for the opportunity to comment. If you have any questions, please contact Roy McQuillin.

Sincerely,



Michael DeAngelis
City Manager

Bill Robinson, Commissioner of Engineering and Public Works
John Zipay, Commissioner of Planning

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

Mr. Michael ~~Wong~~ Frieri
~~Director of Development/~~ Transportation Engineering Dept.
City of Vaughan
~~Engineering and Public Works~~
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

See revisions
←

Please check the most appropriate statement.

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

☒

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

☐

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

☐

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

☐

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

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED
NOV 14 2007
BY LGL LIMITED

From: skang@lgl.ca
To: [=?utf-8?b??=](#)
Cc: [=?utf-8?b??=](#); [=?utf-8?b??=](#)
Subject: Fwd: RE: 407 Transitway (Highway 400 to Kennedy Road) - Draft EPR
Date: November 19, 2010 9:14:56 PM

Alia,

Please see email below. They are comments from the City of Vaughan.

Sowel

----- Forwarded message from -----

Date: Fri, 19 Nov 2010 20:24:34 -0500
From: "Pearce, Andrew"
Reply-To: "Pearce, Andrew"
Subject: RE: 407 Transitway (Highway 400 to Kennedy Road) - Draft EPR
To: Sowel Kang

Sowel,

I have taken a quick look at the draft Environmental Project Report for the proposed Hwy 407 Transitway and offer the following preliminary comments:

- Given the significance of the proposed Hwy 407 Transitway project, staff will be reporting to Council on the final EPR with comments and recommendations.
- The proposed alignment of the Hwy 407 Transitway which is shown on Plates 5 through 7 appears to impact a number of exiting industrial properties. Is it possible to shift the Transitway alignment further north to reduce or eliminate this private property impact?
- The proposed alignment of the Transitway between the Go Barrie Line and Centre Street together with the proposed Go Barrie (Concord) Station will no doubt impact the natural environment of the West Don River valley. The extent of this impact doesn't appear to be thoroughly addressed in the draft EPR. For instance, there are three proposed crossing of the West Don River (two related to the Transitway and one for the access road to the proposed station). The EPR includes a center line profile of the Transitway but doesn't provide any details on the structures that will be required to cross the river nor does it clearly identify how much of the existing natural feature will be impacted. Accordingly, additional details/information/assessment should be provided for this segment of the transitway.
- There is an existing residential subdivision abutting the west side of the Go Barrie Line and the proposed Go Barrie (Concord) Station. This residential community is represented by a residents committee (Concord West Residents Ad Hoc Committee), which has expressed concerns with potential impact of the proposed Transitway/Station on the natural environment, the Bartley Smith Greenway and the neighbourhood in general. Accordingly, it is suggested that the project team meet with this residents group to get their input on the project before completing the study.
- The site plan for the proposed Go Barrie (Concord) Station identifies three vertical pedestrian/passenger connections. The EPR should clearly identify that these connections are

- to be design and constructed as part of the 407 Transitway project and/or the transit providers.
- There is an existing residential community at the north-west corner of Hwy 7 and Yonge Street, which may be impacted by the proposed crossing of the Transitway over Highway 7. Accordingly, we would like to obtain further information on this crossing (structure) to better assess whether it has the potential to negatively impact the environmental of this community.
 - The EPR should identify the proposed Highway 407/Centre Street interchange.
 - Under Section 2.3.3 Transportation Network Assumptions, should there be a reference to the proposed the GTA West Corridor?
 - We are interested in reviewing the details of the stations, structures, storm water management, utility relocations and illumination when they become available.

I would be pleased to meet with the project team to discuss these comments further if it would be of some benefit. My colleagues in the planning department may provide further comments on the draft EPR.

Regards,

Andrew D. Pearce

Director, Development & Transportation Engineering

City of Vaughan

905.832.8585 ext.8255

—

I. Brutto
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

I. Brutto
Commissioner of Engineering and Public Works
Town of Richmond Hill
P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
L4C 4Y5

Update contact information if necessary

MARCEL Lantaigne
MANAGER of TRANSPORTATION & STREETS
Engineering and Public Works Dept.
Town of Richmond Hill
P.O. Box 300
225 EAST BEAVER CREEK ROAD
Richmond Hill, ON, L4C 4Y5
(905-771-5448 x2456)

Please check the most appropriate statement.

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



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



As Required
I will be commenting on this project by the date specified.



As Required
I will be providing background information related to this project by the date specified.



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



Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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JUL 25 2007
BY LGL LIMITED

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

**A. Bassios
Commissioner of Planning and Development
Town of Richmond Hill
P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
L4C 4Y5**

Please check the most appropriate statement.

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

☒

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

☐

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☐

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

☐

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

☐

BACKGROUND INFORMATION INCLUDING
LATEST DEVELOPMENT APPLICATIONS AND
SECONDARY PLANS IN THE CORRIDOR
TO BE FORWARDED TO YOU

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED
JUL 25 2007
BY LGL LIMITED



Emergency Medical Services Branch
Community and Health Services Department

May 28, 2009

Mr. Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City ON L7B 1A6

REC-1

MAY 29 2009

BY LGL LIMITED *am*

Dear Mr. Kauffman:

**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00
City of Vaughan, Town of Richmond Hill, Town of Markham
Regional Municipality of York
Planning and Preliminary Design Study**

We have received your letter informing York Region EMS of the Public Information Centre for the above noted study.

Please forward to us any information you may have on the following:

- Access routes
- Egress routes
- Duration of impediments
- Possible impact(s) if any, on the Emergency Services Sector

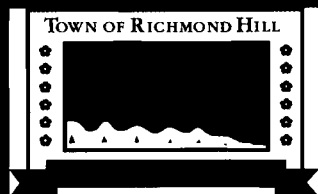
Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Wood'.

Susan Wood
Manager of EMS
Emergency Medical Services Branch

SW/mcc

1015452_407 Transitway from Highway 400 to Kennedy Road May 28 2009_(F01)



Godwin CHAN

Councillor
Ward 6

Service Matters

June 15, 2009

Grant N. Kauffman, Consultant Environmental Planner
LGL LIMITED
22 Fisher Street, PO Box 280
King City, ON
L7B 1A6

REC-1
JUN 17 2009
BY LGL LIMITED

Subject: **Notice of Commencement for the Formal Transit Project
Assessment Process, Future PICs and the Release of Study
Documentation**

Dear Mr. Kauffman,

Thank you for your letter of May 20, 2009.

I was most interested to read about the first Public Information Centre, and I look forward to being kept apprised by mail of all future developments.

I understand the purpose of the PIC is to present information on past studies, need and justification, existing conditions, objectives, station sites and route alternatives, and the technically preferred station and route alternatives where determined. This information will be most useful and received with interest.

Regards,

Godwin Chan
Councillor, Ward 6

GC:lk

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

**Ms. Valerie Shuttleworth
Director
Town of Markham
Planning and Urban Design
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3**

*phone 905-477-7000
x 4713*

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☒

*I suggest you meet with
my development staff to review
proposals in the area:
x 2600 Ron Blakey - West District
x 6588 Richard Kendall - Central District
Also please let us know*

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

*what "background"
information you
require - specifically.*

RECEIVED

Thank you.

AUG 08 2007

BY LGL LIMITED

Sowel Kang

From: Alia Eid [a.eid@delcan.com]
Sent: Tuesday, November 09, 2010 12:46 PM
To: 'Sowel Kang'
Cc: gkauffman@lgl.com; 'Khaled El Dalati'; 'Gus Garron'; 'Lynton Erskine'
Subject: FW:
Attachments: 407 Transitway EPR Preliminary comments-Oct 28.docx

Sowel,

As requested.

In the comments Sepideh has made reference to attachment that we not originally included. A request has been sent for those to be sent to us.

Regards,

Alia

From: Khaled El Dalati [<mailto:k.eldalati@delcan.com>]
Sent: November 9, 2010 11:41 AM
To: 'Alia Eid'; 'Gus Garron'; 'Lynton Erskine'
Subject: FW:

FYI

From: Majdi, Sepideh [<mailto:SMajdi@markham.ca>]
Sent: Thursday, October 28, 2010 2:29 PM
To: robb.minnes@mto.gov.on.ca
Cc: Brown, Alan; Khaled El Dalati
Subject:

Hi Robb,

Attached, please find our preliminary technical comments on the 407 Transitway EPR. Currently, we have prepared the 407 Transitway EPR report going to DSC on Nov 16 which include recommendations and issues. I will send you our final comments once I get our committee comments.

Thanks,

Sepideh Majdi, P. Eng.

Development Engineer
Engineering Department
Town of Markham
T: 905-477-7000 x2414
F: 905-479-7773
smajdi@markham.ca

This e-mail contains information that may be privileged and/or confidential. If you are not the intended recipient, any disclosure, distribution, copying or other use of this e-mail or the information contained herein or attached hereto is strictly prohibited and may be unlawful. If you have received this e-mail in error, please notify this sender immediately and delete this e-mail without reading, printing, copying or forwarding it to anyone. Thank you for your co-operation.

Preliminary Technical Comments on 407 Transitway EPR - Oct 28, 2010

a) Population/ Employment Forecasts

Markham's population and employment forecasts for Markham Centre and the Langstaff Gateway portion of the Richmond Hill/Langstaff Gateway suggest that both Urban Growth Centres will achieve the minimum 200 persons plus jobs per hectare density target by 2031 and exceed it at full build out. However, Figures 2a and 2b in Section 2.1.2 Allocation of Growth and Density of the 407 Transitway Draft Planning report do not appear to accurately reflect the existing 2001 and proposed 2031 densities for Markham's Urban Growth Centers within the boundaries identified by the Province. In particular, the transportation modeling does not appear to take into account the full urban density and transit potential of the Urban Growth Centers at build out, recognizing that both also have significant additional growth potential beyond 2031. Also, the symbol depicting the Richmond Hill/Langstaff Gateway Urban Growth Centre is centered on the mobility hub in the Richmond Hill portion which suggests that the growth assignment to the Regional traffic zones which include the Langstaff Gateway in Markham, do not account for either the planned potential by 2031 or full build out.

b) Richmond Hill/ Langstaff Urban Growth Centre

On March 9, 2010 the IBI Group, Urban Strategies, York Region Rapid Transit Corporation and the Ministry of Transportation delivered a PowerPoint presentation regarding Rapid Transit/Mobility Hub and Yonge Subway extension to Council. Council requested staff to retain a world class consultant familiar with similar transit projects in other jurisdictions at the Langstaff developers' costs to review alternatives and to obtain alternative opinions with respect to the transit connectivity within the Richmond Hill/ Langstaff Urban Growth Centre. The Region of York is also undertaking a Transportation study for the Richmond Hill/Langstaff Urban Growth Centre that has just began and is anticipated to be complete in early 2011.

"ARUP Consultants" was retained at the developers cost to undertake a review and to comment on the previous studies and develop solutions that assist in achieving the planned densities, connectivity and increased ridership and create the most efficient, seamless and timely transit experience for riders and ensure that the transit plan is not adding unnecessary cost to riders and taxpayers. The study will also look at methods to bring the subway stations to the front door of the Richmond Hill/ Langstaff Urban Growth Centre. The study will also review the need to advance the Langstaff concourse concept as part of their study. ARUP will present their draft findings at Development Services Committee on December 13, 2010.

c) Design issues

The 407 Transitway Draft Planning Report (March 2010) presents the results of the planning phase for the preliminary design and Transit Project Assessment for the 407 Transitway. It outlines the project need and justification, defines the study area, profiles existing conditions and discusses alternatives to the undertaking, including the selection of the technically preferred alternative. During the Preliminary Design and Detailed Design phase of the study the technically preferred route and station sites will be used to generate alternative horizontal and vertical alignments and station configurations. In this

phase of the study, based on the technically preferred horizontal and vertical alignment option, technical issues such as infrastructure conflicts, utility conflicts, SWM issues and environmental protections will be considered and be addressed in detail. In addition any cost associated to the MTO (ie Rodick Road SWM facility, utility relocations, etc) need to be defined.

It is anticipated that various agreements between the MTO/transit providers and the Town will be required, which staff will report back on.

d) Bayview

A station was initially proposed at the south west corner of Highway 7 and South Park Road, east of Bayview Avenue as part of the eleven seven station option. This station is no longer part of the Highway 407 Transitway plans under the seven station options. To date, development of this parcel has not proceeded, as MTO originally wanted to protect this site for a possible transitway station.

Currently, this site is designated and zoned Business Corridor Area in the Markham Official Plan, the Leitchcroft Secondary Plan (OPA 41) and Zoning By-law 177-96. The Town's intent is to provide for a mix of employment uses on these sites.

Currently the site is subject to a Minister's Zoning Order, which limits uses to open space, agriculture and similar low-intensity uses. If the Province lifts the Minister's Zoning Order on this site, the underlying official plan and zoning provisions, noted above, will come into effect.

e) Access to Magna Lands

When building the Rodick Rd/ Hwy 407 overpass Markham provided access to the Magna Lands with an access road as noted in Attachment "D".

To date the MTO has not provided a release to ORC to provide the Town and Magna access rights across the future 407 Transitway corridor. Upon construction of the 407 Transitway the Town should request the MTO, at their cost, to extend their Rodick underground Transitway structure easterly for approximately 10m to accommodate the Magna access road. As a condition of the Town's Transit Project Assessment approval for the 407 Transitway staff recommend that the MTO provide their release to ORC and provide continued access to the Magna lands upon construction of the 407 transitway.

f) Markham Centre

In July, 2003, Council granted draft plan approval to the Remington Group's Downtown Markham project. This project, with a projected 20 plus year build-out, provides for the introduction of Viva Rapid Transit along a dedicated alignment within the Civic Mall ("Simcoe Promenade") linear park, and reserves another block for the future 407 Transitway. Calthorpe Associates reviewed Remington's Markham Centre precinct plan, which includes consideration of the 407 and Viva transit alignments and interface with the Unionville GO Station and Mobility Hub as per Attachment "A". In May, 2010, Calthorpe presented their preliminary concept for potential alternative transit alignments and Mobility Hub station location to Markham staff, MTO and Viva. MTO and Viva representatives indicated that a Markham Council resolution is required in order for them

to review the Calthorpe concept in the context of their Environmental studies/approvals and to seek direction from their respective ministries and/ or boards. On June 22, 2010, Markham Council formally requested the MTO and Viva to review and report back on potential alternative 407 transitway alignments, Viva rapidway routes and Mobility Hub station location in Markham Centre. Both agencies have advised they need to report back to their Ministry and/ or board for direction regarding review of the Calthorpe alternative. A staff report outlining the agencies response to the alternative is scheduled for December 13, 2010.

g) Station Site Plan

Staff recommends the MTO and/or subsequent transit providers obtain site plan approval and provide transit oriented development at the 2 Markham stations (Leslie St and Rodick Rd) in addition to the Richmond Hill/ Langstaff Urban Growth Centre and Markham Centre developments.

This would enable staff to assure;

- Good Urban design
- Finalize the number of parking spots at each station
- Allow the agencies/Markham to achieve an integrated transit service to enable Markham residents fast and convenient service to stations without taking cars
- Ensure sustainable and environmentally sensitive development
- Ensure opportunities for transit oriented development

h) Hwy 404/407 transit interface

The Metrolinx “Big Move” transportation plan did not recommend the protection for a potential Hwy 404 and 407 Transitway interface on ORC lands south of Highway 407 and east or west of Highway 404. Staff request the MTO review the feasibility of the Highway 404 transit corridor and protect lands at key transit interfaces for potential stations. (i.e. Hwy 407)

i) Implementation

Given Markham will be largely built out to its capacity in 25-30 years, it is essential that the 407 Transitway be implemented in conjunction with or in advance of development over this timeframe. This requires that the preliminary design, currently being undertaken by MTO, be finalized in the next year so that near term development projects in Markham Centre and Langstaff can be designed around the Transitway. It may also mean that some structures may need to be pre-built well in advance of the implementation of full dedicated rapidway starts operation. If Metrolinx is not prepared to advance the detailed design and construction of certain sections of the transitway it may lose the preferred transit alignment and have to settle on an alignment that is available after development.

j) Markham District Energy

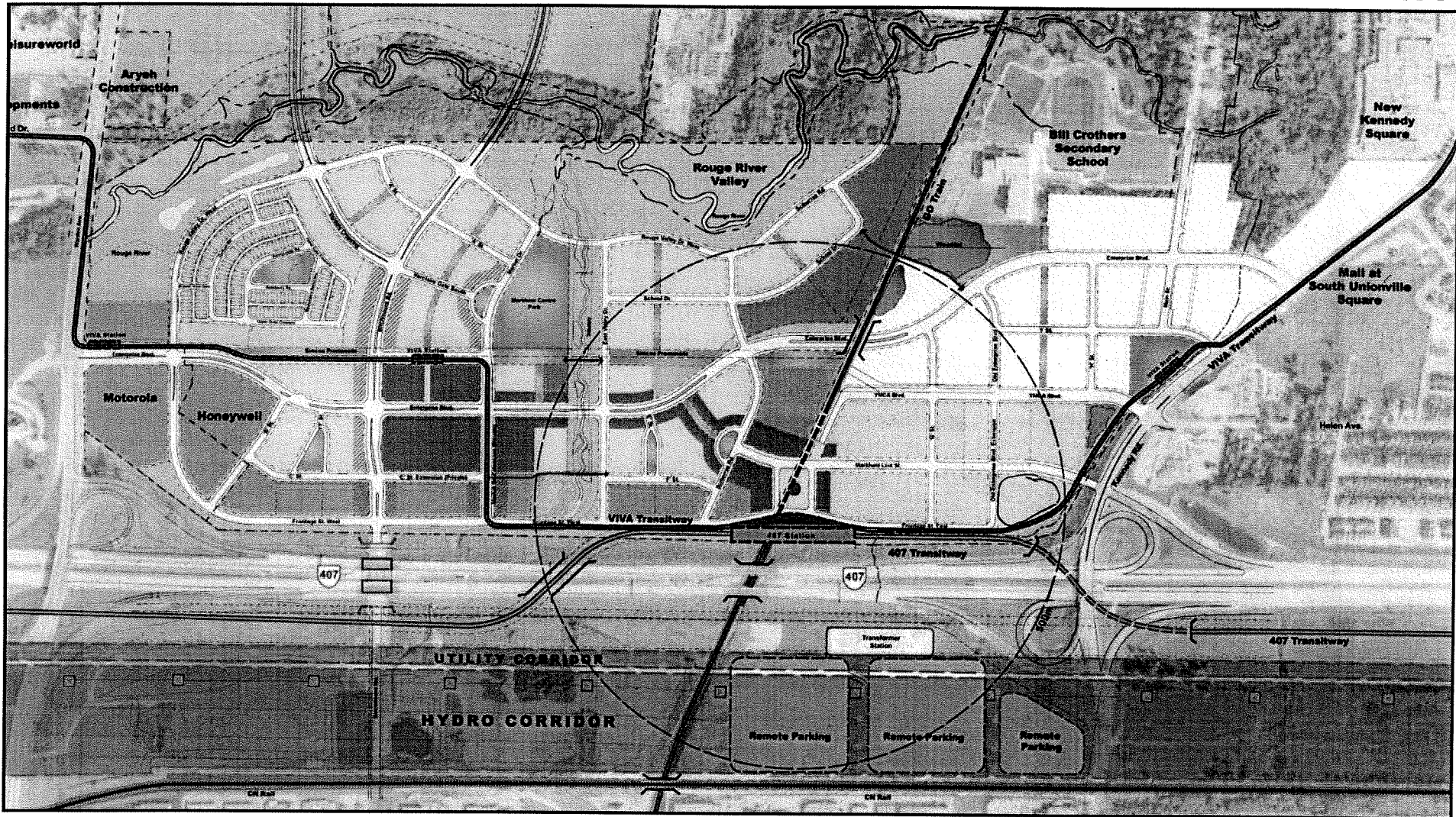
In accordance with Markham District Energy’s (MDE) letter dated on September 27, 2010, MDE did not object to the 407 transitway alignment, however they are requesting conditions related to a land exchange and reimbursement of MDE associated costs.

k) Pan Am Pool

The Town of Markham has been selected to host the 2015 Water Polo and Badminton events as part of the Pan Am Games of which the Water Polo event is being directed to the Markham Centre location. The Town will be moving into a design build process with the Pan Am Bid Committee and Infrastructure Ontario this fall and needs to be in a position to confirm the preferred building placement, grading and site requirements. In order to ensure that the Town's urban design objectives and schedule are appropriately addressed, Town needs to protect lands for the preferred location, infrastructure requirement and parking lot. As noted the conceptual layout for the Pan AM Pool overlaid in the MTO's 407 alignment (Attachment "E") reveals that the 407 alignment needs to be realigned to the south to facilitate construction of the complex in 2013/2014.

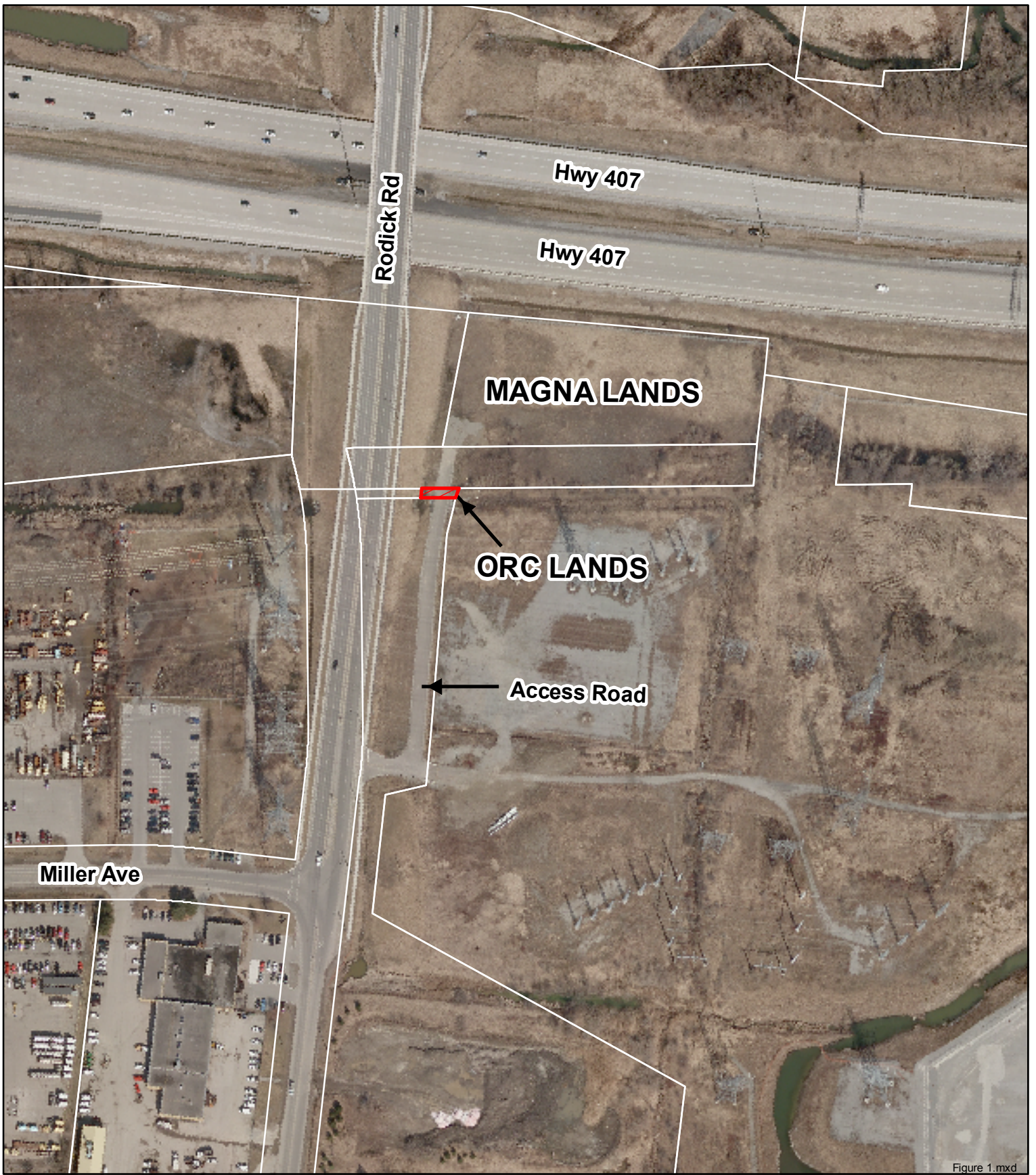
Attachment A

DOWNTOWN MARKHAM



quadrangle
ARCHITECTS LIMITED

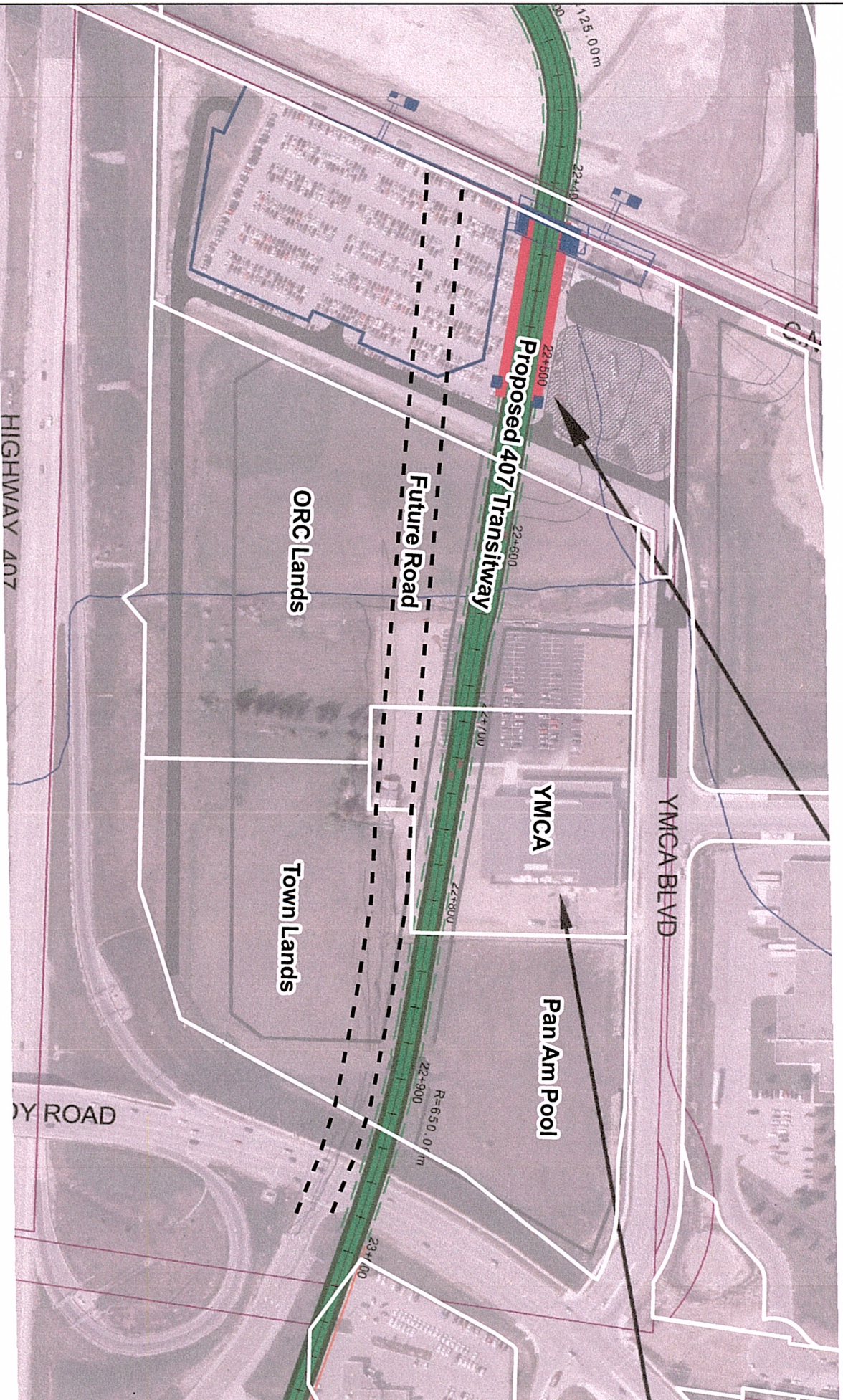
CALL THORPE



Attachment 'D'

Rodick Road and Highway 407





Rod McPhail

06 July 2007

Page 3

HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Mr. Rod McPhail

Director

City of Toronto, City Planning Division

Transportation Planning

22nd Floor, 55 John Street

Toronto, Ontario

M5V 3C6

Update contact information if necessary

Please check the most appropriate statement.

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

☒

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

☐

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

☐

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

☐

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

☐

Please note that Rod McPhail will
be the main contact for the City of
Toronto.

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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JUL 16 2007

BY LGL LIMITED

Shirley Hoy
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Ms. Shirley Hoy
City Manager
City of Toronto
11th Floor, 100 Queen Street West
Toronto, Ontario
MSH 2N2**

Update contact information if necessary

Please check the most appropriate statement.

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

☐

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

☒

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

☐

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

☐

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

☐

Rod McPhail will be the main
contact for the City of Toronto
- see additional form with
updated contact information.

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

RECEIVED
JUL 16 2007
BY LGL LIMITED



Emergency Medical Services
4330 Dufferin Street
Toronto, Ontario
Canada, M3H 5R9

RIC RANGEL-BRON, SBStJ, AdeC
Senior Planner
EMS System Design

Telephone: 416.392.2125
Facsimile: 416.392.2115
EMail: rrangel@toronto.ca

Tuesday, 24 July 2007

Grant Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario
Canada, L7B 1A6

Mr. Kauffman,


Thank you for the information regarding the Highway 407 Transitway Planning & Preliminary Design Study.

Toronto EMS is interested in information relating to the needs of the Emergency Services, specifically to access and egress points along the transitway/busway, as well as the ability to pass other vehicles within. We would ask to see detailed planning maps for the areas in question, and for this information to be presented to Toronto EMS and our colleagues of York Region EMS and Peel Region EMS, the local service providers.

We appreciate the information provided to date, and look forward to the receipt of further information in the days to come.

Should you have any questions, please do not hesitate to contact my office at your convenience.

Regards,


Ric Rangel-Bron, SBStJ, AdeC
Senior Planner
Toronto Emergency Medical Services



Emergency Medical Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Ric Rangel-Bron, SBStJ, AdeC
Senior EMS Planner

Tel: 416-392-2125
Fax: 416-392-2115
Pgr: 416-245-5544 ID# 97675
rrangel@toronto.ca

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JUL 26 2007

BY LGL LIMITED

JUL 10 2007

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Ric Rangel-Bron, SBSW, Adec
Senior EMS Planner

Upda

Mr. Bruce K. Farr
Chief/General Manager
Toronto EMS
4330 Dufferin Street
Toronto, Ontario
M3H 5R9



Emergency Medical Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Tel: 416-392-2125
Fax: 416-392-2115
Pgr: 416-245-5544 ID# 97675
rrangel@toronto.ca

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☒

Toronto EMS is interested in information relating to the needs of the Emergency Services, specifically to access and egress points along the transitway/busway, as well as the ability to pass other vehicles within. We would ask to see detailed planning maps for the areas in question, and for this information to be presented to Toronto EMS and our colleagues of York Region EMS and Peel Region EMS, the local service providers.

Thank you for the information provided to date, and I look forward to the receipt of further information in the days to come.

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

William A. Stewart
06 July 2007
Page 3

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

Mr. William A. Stewart
Fire Chief
Toronto Fire Services
4330 Dufferin Street
Toronto, Ontario
M3H 5R9

Please check the most appropriate statement.

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

☐

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

☒

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

☐

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

☐

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

☐

STUDY AREA IS OUTSIDE CITY OF TORONTO

BOUNDARIES. THANK YOU.

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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JUL 23 2007
LGL LIMITED

TORONTO TRANSIT COMMISSION



ADAM GIAMBRONE
CHAIR
JOE MIHEVC
VICE-CHAIR
GARY WEBSTER
CHIEF GENERAL MANAGER
VINCENT RODO
GENERAL SECRETARY



MARIA AUGIMERI
SANDRA BUSSIN
SUZAN HALL
PETER MILCZYN
RON MOESER
ANTHONY PERRUZZA
BILL SAUNDERCOOK



December 2, 2010

VIA EMAIL & REGULAR MAIL

Robb Minnes
Project Manager
Ministry of Transportation, Central Region
1201 Wilson Avenue
Building D – 4th Floor
Toronto, ON M3M 1J8

Dear Mr. Minnes:

Re: 407 Transitway from Highway 400 to Kennedy Road
Comments on Draft Environmental Project Report

We are pleased to provide the following comments on the draft Environmental Project Report for the 407 Transitway as it relates to the Toronto-York Spadina Subway Extension's (TYSSE) Highway 407 Subway Station:

1) Ensure that the 407 Transitway Project is fully co-ordinated with the final TYSSE Highway 407 Subway Station design drawings, in particular with respect to horizontal and vertical elevations of the station where provisions have been made for Transitway to traverse through and for passenger connections to the subway station. The TYSSE Highway 407 Subway Station design is final and no further revisions are feasible.

2) Bus Lay-Bys shown on Figure 6-4 – Assuming these are intended to be below existing grade, the future design will need to be reviewed during future design stages by TTC to ensure that they do not impact the TYSSE subway station.

We trust this meets your needs at this time.

Sincerely,

Joanna Kervin
Deputy Chief Project Manager
Third Party, Planning and Property
Toronto-York Spadina Subway Extension

70-12-58
03-04-000020814

Copy: Patrick Grace, ORC
Doug Stewart, Doug Stewart & Associates



December 10, 2010

Phone: (416) 874-5949

Fax: (416) 869-1794

Email: Leslie.Woo@metrolinx.com

Mr. Brian Gaston
Assistant Deputy Minister
Provincial Highways Management Division
Ferguson Block
3rd Floor
77 Wellesley St W
Toronto ON M7A1Z8

Dear Mr. Gaston:

Subject: Highway 407 Transitway - Highway 400 to Kennedy Road Draft Environmental Project Report

Thank you for the opportunity to provide comments on the Draft Environmental Project Report (EPR) for the Highway 407 Transitway between Kennedy Road and Highway 400. Metrolinx / GO Transit staff are actively participating on the Project Team and have appreciated the opportunity to provide input and direction to this ongoing initiative.

Of primary importance, the EPR should clearly acknowledge the timing of implementation for the central portion of the Transitway provided in the Big Move. The Big Move includes the central portion of the Transitway in the 16 to 25 year period of the transit network implementation.

Projects in years 16 to 25 show sufficient demand in the long term only, as part of a broader integrated network. It is important that in addition to infrastructure considerations, the EPR provide for the timing of implementation of the transitway to be aligned with the implementation of the complementary parts of the network and when demand for the service on it this facility is warranted.

Our comments on the overall directions of the EPR are outlined below. Additional clarifications and editorial comments are provided in Attachment A and B:

Current Metrolinx and GO Transit planning documents should be used as the foundation of future transit networks.

- More recent planning documents such as the Metrolinx Regional Transportation Plan (2008) and *GO2020* (2008), should be referenced to more accurately reflect future transit networks and service levels. The GO Transit Year 2021 Plan (1998), cited in Section 1.3.3.2, has been superseded.

Analysis of the impacts of constructing parallel transit facilities should be more fully defined.

- The EPR should demonstrate the anticipated demand for and ridership relationships between parallel transit facilities in terms of the various markets served and how these facilities will be required to serve future demands for inter-regional and intra-regional trip making. This discussion on travel demand should reference the VIVA BRT on Highway 7 as this facility will run parallel to the entire Highway 407 Transitway Central Section, often in close proximity.

All Transitway station locations should be planned to encourage active transportation access as a priority.

- Station locations should be planned to encourage active modes of transportation by minimizing the walking and cycling distances to/from places of employment/destinations as a priority. This is particularly important for the proposed Leslie Station (south of Highway 407) and Woodbine-Rodick Stations. For example, the location of the Leslie Station south of Highway 407 will likely reduce its attractiveness for those that need to walk to the Commerce Valley Business Park located north of Highway 407. In the case of the Woodbine/Rodick station consideration for moving the station to either Woodbine Avenue or Rodick Road (and not mid-block) would allow for better connections with connecting local transit services and may encourage additional pedestrian activity. Existing GO Transit ridership patterns show that the walking distance from the final transit station/stop to work is one of the most important factors in attracting home-to-work trips to transit.

All Transitway station site plans should give priority to rapid transit bus access/egress.

- At Jane / Highway 407 Station and Kennedy/Unionville Station, direct bus only facilities (ramps) between the transitway and the major cross street (Jane St and Kennedy Rd, respectively) should be protected for and implemented as a priority. These ramps will minimize the travel times between the transitway and the surrounding road network and increase the overall attractiveness of the new facility.

A GO Station at Highway 7 (Concord) would only be considered upon firm commitments to implementation of the Transitway.

- The EPR contains too much definitive language regarding the implementation of a new GO Concord station. Language regarding the implementation of this station should be tempered to indicate that the overall feasibility of this station would be further assessed once timelines for transitway construction have been firmly established. In addition, the reference in Section E.6 to the GO Barrie (Concord) Station as a “mobility hub” should be removed as this location has not been identified as a mobility hub in *The Big Move*.
- Any station layouts proposed for this site should ensure integrated and seamless connections between the Highway 407 Transitway, the GO Barrie Line and VIVA.

- A local residents' association has contacted Metrolinx to express concern over the location of the proposed station. Please be advised that there may be some community concerns regarding the current layout included in the EPR.

Additional clarifications and editorial comments are provided in Attachment A and B.

Once again I would like to thank you for the opportunity to provide comments on the 407 Transitway EPR. If you have any questions or concerns regarding the issues identified in this letter, please do not hesitate to contact me.

Sincerely,



Leslie Woo
Vice President of Policy and Planning, Metrolinx

c.c. Lou Politano, Regional Director Central Toronto (Acting)
Robb Minnes, Project Manager, Ministry of Transportation, Central Region

ATTACHMENT A - CLARIFICATIONS

- Section 1.3.3.2 should be updated to indicate that grade separations have been completed on the Stouffville Line (Hagerman Diamond - completed in 2008) and Barrie Line (Snider Diamond - completed in 2007). Only the Doncaster Diamond (Richmond Hill Line) remains at grade.
- In Section 5.2, DMU technology was included in the evaluation as commuter rail. This creates confusion for two reasons: it does not resemble current commuter rail technology used in the GTHA (locomotive-hauled consists); and the definition of DMU in this section omits a large segment of the DMUs currently on the market.

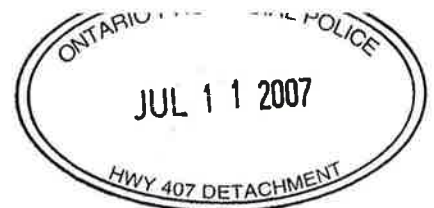
We would suggest that the EPR discuss “Commuter Rail” as a technology and treat current GO Train technology as the base line. By using the existing commuter rail technology as a base, it avoids ambiguity and ensures consistency with GO Transit services currently being offered in the GTHA. Smaller, FRA-compliant DMU technologies could also be considered as part of the analysis, but this could be treated more as a note than as a major category.

- In general, labelling of the railway corridors should be consistent. From east to west, it should be the GO Uxbridge Subdivision, CN Bala Subdivision and GO Newmarket Subdivision, or alternatively labelled as the GO Stouffville Line, GO Richmond Hill Line and GO Barrie Line. You may want to refer to subdivisions in some instances and GO Lines in others, but the two should not be mixed.
- The Mobility Hub identified in *The Big Move* at Highway 7 and Yonge Street is the Richmond Hill-Langstaff Gateway. This name should be used throughout the report when referring to this hub.
- Metrolinx has two separate operating divisions: GO Transit and the yet-to-be named Air Rail link. For clarity, when referring to bus and train services in the study area offered by the GO Transit operating division, use “GO Transit” and avoid terms such as “Metrolinx/GO Lines”, “Metrolinx/GO Transit” or “Metrolinx/GO Station.” As they refer to the transit service please use “GO Line”, “GO Transit” and “GO Station.”
- Metrolinx should be used when discussing the legal agency that owns/maintains various facilities (e.g., Metrolinx owns the GO Stouffville Line) and will construct and own new transit facilities throughout the GTHA (e.g., Metrolinx will own the VIVA dedicated bus lanes, though service will be provided by YRT).
- Illumination should meet the GO Transit illumination standards at stations to ensure rider safety and security.

ATTACHMENT B – EDITORIAL COMMENTS

General	Please ensure that both the “G” and “O” are capitalized when referring to GO Transit, throughout the document.
Section 1.3.1.4	The final sentence should read "The RTP has identified the 407 Transitway from Pearson International Airport to Kennedy Road in the 25-year plan, to be implemented between 2021 and 2031."
Section 2.3.3	The St. Clair Streetcar Lanes are now complete.
Section 4.3.1.1	Label this section “ <u>GO Transit Bus Services</u> ” The descriptions of both 407 GO Bus routes should be rewritten to state the number of main branches in the introductory sentence and list major stations one per line.
Section 4.3.1	Update to include the new Brampton Transit Züm service that passes through the Vaughan Centre <i>en route</i> to York University (new 4.3.1.4).
Section 5.3 Table 5-4	Change “Future Station on Bradford GO Line” to “Potential Connection to Barrie GO Line”. Change “Brampton AcceleRide (Future)” to “Brampton Züm”. GO Bus Routes 45, 46, 47 and 48 serve Keele (York U) from the west. GO Bus Route 50 no longer operates. Unionville Station is served by GO Bus Routes 71, 52 and 54, but not 51.
Section 5.4.2.1 c)	GO-Barrie Station: Change “possible station layout alternatives were developed for GO Barrie Line Station” to “potential station layout alternatives were developed for GO Barrie Line Station, in case a GO Station is constructed on this site”.
Section 6.2.2.2	“GO Barrie (Concord) Station, <u>if constructed</u> , will be located...”

William B. Grodzinski
06 July 2007
Page 3



**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Mr. William B. Grodzinski
Divisional Commander
Ontario Provincial Police
Highway Safety Division
100 Bloomington Road West
Aurora, Ontario
L4G 6J8**

Update contact information if necessary

ED HICKEY
Detachment Commander
Hwy 407 Detachment
100 Bloomington Rd W.
Aurora Ont
L4G 7N5 **ONTARIO PROVINCIAL POLICE**
HWY 407 DETACHMENT
100 Bloomington Rd. West
Aurora, Ontario L4G 7N5

Please check the most appropriate statement.

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



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



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



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



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



[Signature]
S/Sgt
Hwy 407

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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Susan LaRosa
06 July 2007
Page 3

(Tom Rechkarsky on behalf of Susan LaRosa)

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Ms. Susan LaRosa
Director of Education and Secretary of the Board
York Catholic District School Board
Catholic Education Centre
320 Bloomington Road West
Aurora, Ontario
L4G 3G8**

Update contact information if necessary

Pls. CC correspondence to
Tom Rechkarsky Manager of Planning
York Catholic District School Board
320 Bloomington Rd W
Aurora Ont
L4G 3G8

Please check the most appropriate statement.

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

☐

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

☐

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

what date

☒

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

☐

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

TRP

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

FAX TO

RECEIVED

AUG 01 2007

BY LGL LIMITED

1244

Sowel Kang

From: "Grant Kauffman" <gkauffman@lgl.ca>
To: "Sowel Kang" <skang@lgl.com>
Sent: Thursday, August 02, 2007 12:04 PM
Subject: Fw: Hwy 407 Transitway from East of Highway 400 to Kennedy Road

Sowel:

Please add to our correspondence file. Thanks.

Grant

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

From: "Tom Pechkovsky" <Tom.Pechkovsky@ycdsb.ca>
To: <gkauffman@lgl.com>
Sent: Thursday, August 02, 2007 10:38 AM
Subject: Hwy 407 Transitway from East of Highway 400 to Kennedy Road

> Grant,
>
> Further to our telephone conversation the Board would like to be kept
> informed on the EA process and the details regarding the proposed Transit
> way.
>
> As discussed we have a number of schools which are in close proximity and
> in one case abut Highway 407.
>
> Please keep us informed on upcoming public meetings, or stake holder
> meetings.
>
> Thank you
>
> Tom
>
>
> Tom Pechkovsky
> Manager of Planning Services
> York Catholic District School Board
> 320 Bloomington Road West
> Aurora, Ontario
> L4G 3G8
>
> Tel. (905) 713-1211 ext 2374
> (416) 221-5051
>
> Fax. (905) 713-1269
> E-mail Tom.Pechkovsky@ycdsb.ca
>
>

Project Name	407 Transitway from highway 400 to Kennedy Road		
Date	3/20/2009	HO No.	10227
Name	Grant N. Kauffman kingcity@lgl.com	Municipality	City of Vaughan
Tel. No.	905-833-1244	Intersection	407 Highway between Highway 400 and Kennedy Rd.
Company	LGL Limited	Land Use	Converting to BRT/LRT

In our initial review, we have confirmed that Hydro One Transmission facilities rated at 230kV and 500kV are located within immediate vicinity of the proposed site in your study area. Please also allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.

Potential impacts on Hydro One Distribution facilities, if any in the study area, are usually of a lesser degree and these will be managed through our field offices as per attachment herein provided.

In planning, please note that developments should not reduce line clearances and 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.

Note that existing rights of ways 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.

Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:

Kent Taylor, Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6230, Fax: (905) 946-6287
kent.taylor@hydroone.com

Please note that the proponent will be responsible for 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.

Please be advised that this is only a preliminary assessment based on current information. Upon receipt of more detailed plans Hydro One Networks Inc. will provide additional comments.

If you have questions or concerns regarding specific clearances or Hydro One right of way situations, please feel free to contact:

Charles S. Esendal, P.Eng., MBA
Transmission Lines and RoW Sustainment
Hydro One Networks, Inc.
483 Bay Street, TCT15, North Tower
Toronto, Ontario, M5G 2P5
Phone: (416) 345-5931
charles.esendal@HydroOne.com



ATTACHMENT

Hydro One Initial Contact List

Zone #	Zone Name	Telephone #	Fax #	E-mail
1	West	800-957-7756 X 3252	519-423-6971	zone1scheduling@HydroOne.com
2	West Central	905-627-6050	905-627-6059	WestCentralZoneScheduling@HydroOne.com
3A	Central	888-871-3514 x 3341	705-743-9890	zone3ascheduling@HydroOne.com
3B	East Central	866-646-4619	613-967-3582	eastcentralzonescheduling@hydroone.com
4	East	866-288-8874 or 613-267-2154	613-267-7248	EastZoneScheduling@HydroOne.com
5	Georgian Bay	888-238-2398 and press 2	705-727-4803	zone5scheduling@HydroOne.com
6	Northeast	888-835-9444 x 309	705-566-8093	zone6scheduling@HydroOne.com
7	Northeast	807-346-3823	800-932-6171	northwestzonescheduling@hydroone.com

Provincial Lines Zones - South



Provincial Lines Zones - North





**CANADIAN
PACIFIC**

Real Estate

Suite 800
1290 Central Parkway West
Mississauga ON
L5C 4R3

Fax (905) 803-3228

June 17, 2010

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

Dear Sir/Madam,

The Canadian Pacific Railway has received correspondence from your office and we would like to direct you to the appropriate contact. The following information will be in accordance to the mailing address you currently have for our office.

The contact information will be as follows:

Orest Rojik, Area Manager Support
T: 905-803-3425
Orest_Rojik@cpr.ca

Thank you,

CANADIAN PACIFIC RAILWAY



**CANADIAN
PACIFIC**
OFFICIAL SUPPORTER

Sowel Kang

From: Orest Rojik [Orest_Rojik@cpr.ca]
Sent: Monday, June 21, 2010 3:52 PM
To: Sowel Kang
Subject: RE: 407 Transitway - Public Information Centre

Canadian Pacific Railway has no corridors within the study area and therefore need not be consulted with this project.

Regards,

Orest Rojik
Area Manager Support
CPR Real Estate

(905) 803-3425

From: Sowel Kang [mailto:skang@lgl.com]
Sent: Monday, June 21, 2010 3:42 PM
To: Orest Rojik
Cc: 'Grant Kauffman'; 'Ivanoff, George (MTO)'; 'Minnes, Robb (MTO)'; 'Khaled El Dalati'
Subject: 407 Transitway - Public Information Centre

To Orest Rojik,

Please find attached letter of invitation to attend a Public Information Centre for the proposed 407 Transitway. Detail information can be found in the letter.

An invitation letter was initially mailed to Ms. Caroline Taylor from your office to attend a Public Information Centre for the 407 Transitway proposed by the Ministry of Transportation. She has advised us that you are the appropriate contact for Canadian Pacific Railway.

Regards,

Sowel Kang, M.E.S.
Environmental Planner

LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: (905) 833-1244
Fax: (905) 833-1255
email: skang@lgl.com

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

Update contact information if necessary

**Mr. Craig White
Highway 407 ETR Consortium
6300 Steeles Avenue West
Woodbridge, Ontario
L4H 1J1**

Please check the most appropriate statement.

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

☐

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

☐

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

☐

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

☐

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

☐

*407ETR has been asked to participate as part
of the Project Team. Rob, Olga, Khaleel
& Draga attended at the 407 offices today
(July 13, 2007) to give 407 executives an
overview of the project and its timelines.
407ETR will work with MCD and
Delcan/IBI to support the project.*

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

*Regards
Chris*

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BY LGL LIMITED

Zimbra**a.eid@delcan.com**[±](#) Font Size [-](#)

RE: 407 Transitway Draft EPR Comments

From : Khaled El Dalati <k.eldalati@delcan.com>

Thu, Nov 25, 2010 01:35 PM

Subject : RE: 407 Transitway Draft EPR Comments**To :** 'Jeff Booker' <jbooker@407ETR.com>**Cc :** 'Craig White' <cwhite@407ETR.com>, 'Paul Ruttan' <PRuttan@407ETR.com>, 'Tony Angelo' <tangelo@407ETR.com>, robb minnes <robb.minnes@mto.gov.on.ca>, 'Lynton Erskine' <l.erskine@delcan.com>, 'Gus Garron' <g.garron@delcan.com>, 'Alia Eid' <a.eid@delcan.com>, 'David Bader' <dbader@407ETR.com>

Thank you for your comments Jeff.

From: Jeff Booker [mailto:jbooker@407ETR.com]**Sent:** Thursday, November 25, 2010 10:15 AM**To:** Khaled El Dalati**Cc:** Craig White; Paul Ruttan; Tony Angelo; robb.minnes@mto.gov.on.ca; 'Lynton Erskine'; 'Gus Garron'; 'Alia Eid'; David Bader**Subject:** RE: 407 Transitway Draft EPR Comments

Khaled,

Please find attached 407 ETR Comments on 407 Transitway Draft Environmental Project Report Version 2 dated September 2010.

Should you have any questions, please contact me.

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

Confidentiality:

If you are not the intended recipient of this email or have received it in error, please immediately notify the sender by reply email and permanently delete it including any attachments, without reading it or making a copy thereof, since it may contain privileged or confidential information, the unauthorized use, copying, retention or distribution of which may be actionable in law. Thank you for your cooperation.

Environmental:

Please consider the environment before printing this email! ♻️

From: Khaled El Dalati [mailto:k.eldalati@delcan.com]**Sent:** Thursday, November 18, 2010 9:34 AM**To:** David Bader**Cc:** Craig White; Paul Ruttan; Jeff Booker; Tony Angelo; robb.minnes@mto.gov.on.ca; 'Lynton Erskine'; 'Gus Garron'; 'Alia Eid'**Subject:** RE: 407 Transitway Draft EPR Comments

No problem David.

Just to clarify: EPR is the Environmental Project Report and is the official MOE document that is required to be submitted in the public record for the 30 day public and agency review. The Minister provides approval based on this document. The PDR is the Preliminary Design Report and is a internal MTO document that provides all background and documentation of the entire project. It is produced to provide comprehensive documentation on the project and allows moving forward on future phases.

From: David Bader [mailto:dbader@407ETR.com]

Sent: Thursday, November 18, 2010 9:04 AM

To: Khaled El Dalati

Cc: Craig White; Paul Ruttan; Jeff Booker; Tony Angelo; robb.minnes@mto.gov.on.ca; Lynton Erskine; 'Gus Garron'; 'Alia Eid'

Subject: RE: 407 Transitway Draft EPR Comments

Khaled,

There was confusion on my part between the EPR and PDR. The 407 ETR will re-submit the comments regarding the EPR in the following days. Please disregard the previous comments and the 407 ETR will re-submit the 90% Submission and PDR comment as "Revised" comments next week.

Sorry for the inconvenience.

Thanks,

Dave Bader

From: Khaled El Dalati [mailto:k.eldalati@delcan.com]

Sent: Wednesday, November 17, 2010 7:21 PM

To: David Bader

Cc: Craig White; Paul Ruttan; Jeff Booker; Tony Angelo; robb.minnes@mto.gov.on.ca; Lynton Erskine; 'Gus Garron'; 'Alia Eid'

Subject: RE: 407 Transitway Draft EPR Comments

David

Please be aware that the comments on the EPR should be separate than those for the 90% Submission and PDR. Comments on the EPR have to be addressed and copied officially to MOE in the next few days while those for the 90% Submission and the PDR are for our input from you as a Team Member on the project. A 90% Meeting will be arranged in two weeks to address the latter comments. Having said that we will provide you the GAs shortly. The GAs are not normally included in the EPR and any comments on them will be discussed at the 90% Meeting. We thank you for your comments and will provide a response as soon as we can.

Thank you

Khaled El-Dalati, M.Sc., P.Eng.

Vice President, Transportation Division

Delcan Corporation

625 Cochrane Drive, Suite 500

Markham, Ontario, L3R 9R9

T 905.943.0505

F 905.943.0400

<http://www.delcan.com>

From: David Bader [mailto:dbader@407ETR.com]

Sent: Wednesday, November 17, 2010 2:47 PM

To: k.eldalati@delcan.com

Cc: Craig White; Paul Ruttan; Jeff Booker; Tony Angelo

Subject: 407 Transitway Draft EPR Comments

Khaled,

The 407 ETR Concession Group is still in the process of reviewing the 90% 407 Transitway Draft EPR for comments. We are still awaiting general arrangement drawings of the structures as the ones in the draft copy do not show the skewed abutments that address the 407 ETR's day-lighting concerns at the overpass structures.

Attached are some comments from the 407 ETR, but please be advised more comments will be forthcoming.


Should you have any questions or concerns, please feel free to contact me.

Thanks,

David Bader

Engineering Technician
Highway Operations
407 ETR Concession Company Ltd.
6300 Steeles Ave. West
Woodbridge, ON L4H 1J1
Phone: 905-265-4070 ext. 5479
Mobile: 416-791-8948
Fax: 905-264-5379
Email: dbader@407etr.com

If you are not the intended recipient of this email or have received it in error, please immediately notify the sender by reply email and permanently delete it including any attachments, without reading it or making a copy thereof, since it may contain privileged or confidential information, the unauthorized use, copying, retention or distribution of which may be actionable in law. Thank you for your cooperation.

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407 ETR Comments on 407 Transitway Draft Environmental Project Report Version 2 dated September 2010

Item #	Dept. / Section	Dwg. # / Spec. / Section / Page #	Comments	Response	Action
1	407	General	The design and implementation of the 407 Transitway shall demonstrate to the satisfaction of 407 ETR Concession Company Ltd. and all stakeholders that all reasonable measures have been taken to minimize potential negative impact pre and post construction of the 407 Transitway.		
2	407 ETR	General	The 407 ETR has no comments regarding the proposed alignment and proposed Station locations at this time. . The 407 ETR will reserve comments regarding the implementation, mitigation measures, and construction methods, construction staging until the preliminary design report.		
3	407 ETR	General	The 407 ETR will reserve comments regarding the drainage, stormwater management plan, structures crossing the 407 ETR, utility relocation, traffic impact mitigation, and construction staging until the preliminary design report. It will need be proven to the 407 ETR's satisfaction that the proposed Transitway and facilities will not adversely affect with the 407 ETR's safety, maintenance, or operation of the highway.		
4	407 ETR	Part II Section 10.2 Page 3	Under "Other Agencies" please change C. White/F. Conforti - 407 ETR to C. White/J. Booker - 407 ETR		
5	407 ETR	Part II Section 10.2 Page 2	Under "Other Agencies" please change C. White/F. Conforti - 407 ETR to C. White/J. Booker - 407 ETR		

HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)

Mr. Don Bell
Director
TransCanada Pipelines
Mainline East
8th Floor, 55 Yonge Street
Toronto, Ontario
M5E 1A4

Update contact information if necessary

Darlene Truax
Meridian Planning Consultants Inc.
113 Collier St.
Barrie, ON L4M 1H2
1-866-737-4512

Please check the most appropriate statement.

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

☐

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

☒

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

☐

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

☐

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

☐

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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AUG 09 2007

BY LGL LIMITED

Satish Kumar
06 July 2007
Page 3

- Trans-Northern Pipelines Inc.

**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

**Mr. Satish Kumar
Coordinator of Crossings and Facilities
Trans-Northern Pipeline
45 Vogell Road
Suite 310
Richmond Hill, Ontario
L4B 3P6**

Update contact information if necessary

Please check the most appropriate statement.

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

☐

I have no concerns about the project and I can be removed from your contact list. *for this project*

☒

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

☐

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

☐

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☐

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Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

Satish Kumar

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**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

~~Mr. Bradey McCormick
Team Manager, Planning Department
Rogers Cable
855 York Mills Road
Toronto, Ontario
M3B 1Z1~~

Update contact information if necessary

MR. BRIAN DUGGAN
TEAM MANAGER, PLANNING DEPT.
ROGERS CABLE
244 NEWKIRK RD.
RICHMOND HILL, ON
L4C 3S5

Please check the most appropriate statement.

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



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



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



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



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



Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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JUL 26 2007
BY LGL LIMITED

June 28, 2007

Mr. Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, ON
L3R 3R9

Fax: 905-943-0400

RE: Highway 407 Transitway

Dear Mr. El-Dalati,

Further to your telephone conversation with our Mr. Klajman on June 21, 2007, PowerStream Inc. is currently undertaking and *Class Environmental Assessment for Minor Transmission Facilities* (Class EA) for a new transformer station in Markham. The location of the transformer station study area is contained within the study area for the proposed transitway.

In addition to this station, planned to be in-service in the spring of 2009, PowerStream Inc. is anticipating that an additional 3-5 stations could be potentially located in the transitway over the next 25 years.

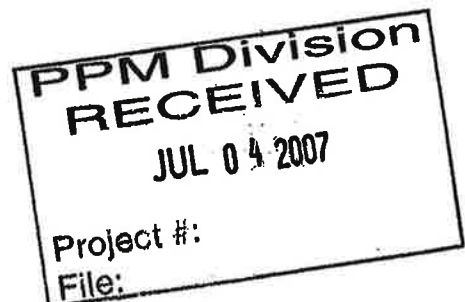
We would be pleased to meet with you to review your plans and ours and to explore any opportunities for the transit way facilities and the transformer stations to be coupled together to allow for maximum benefits and to minimize property conflicts.

I look forward to discussing our respective plans and I can be reached at 905-513-4181 to coordinate a mutually acceptable meeting date and time.

Sincerely,



Ted Wojcinski, P. Eng.
Director, Engineering Planning
PowerStream Inc.



Cc/ M. Bolkovic, I. Klajman, PowerStream Inc.

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**HIGHWAY 407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD
CITY OF VAUGHAN, TOWN OF RICHMOND HILL, TOWN OF MARKHAM,
REGIONAL MUNICIPALITY OF YORK
PLANNING AND PRELIMINARY DESIGN STUDY
(W.P. 252-96-00)**

DIRECT TO :

Mr. Ted Wojcinski
Director, Engineering Planning
Power Stream Inc.
8100 Warden Avenue
P.O. Box 4100
Markham, Ontario
L3R 8H7



Irv Klajman, P. Eng
Manager, System Planning

POWERSTREAM INC.
8100 Warden Avenue
Box 4100
Markham, Ontario
L3R 8H7
www.powerstream.ca

Direct: 905-513-4170
Main: 905-477-3810
Fax: 905-513-4135
Email: irv.klajman@powerstream.ca

Please check the most appropriate statement.

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

☐

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

☐

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

☒

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

☒

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

☐

Please see the attached letter

Please return this completed form by August 6, 2007 to:

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-6897 Fax: 905-833-1255
Email: gkauffman@lgl.com

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BY LGL LIMITED



**Chippewas of RAMA
First Nation**

A Proud Progressive First Nation Community

5884 Rama Road, Suite 200
Rama, Ontario L0K 1T0

T 705.325.3611 F 705.325.0879

July 7, 2010

RECEIVED

The Ministry of Transportation
Highway Engineering Toronto Durham
Building D, 4th Floor
1201 Wilson Avenue
Downsview, ON M3m 1J8

JUL 12 2010

**MTO-CENTRAL REGION
ENGINEERING OFFICE**

Attention: Robb H. Minnes, MTO Project Manager

**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham
Regional Municipality of York
Planning and Preliminary Design Study**

Dear Mr. Minnes:

As a member of the Williams Treaties First Nations, Rama First Nation acknowledges receipt of your letter of June 15, 2010, which was received on June 28, 2010.

A copy of your letter has been forwarded to Karry Sandy-McKenzie, Barrister & Solicitor, Coordinator for Williams Treaties First Nations for further review and response directly to you. Ms. Sandy's address is 8 Creswick Court, Barrie, ON L4M 2J7, or by e-mail at k.a.sandy-mckenzie@rogers.com and her telephone number is (705) 792-5087.

We appreciate your taking the time to share this important information with us.

Sincerely,



Chief Sharon Stinson Henry

c: Council, Rama First Nation
Jeff Hewitt, General Counsel
Karry Sandy-McKenzie, Coordinator Williams Treaties First Nations
Chief Rodney Monague Jr., Portfolio Chief for Williams Treaties First Nations

SSH/sw

PIC BROCHURES

PIC #1 Brochure

PIC #2 Brochure

Public Information Centre

Public consultation is an essential part of the planning and design process. A Public Information Centre (PIC) has now been arranged to present results of past studies, need and justification, existing conditions, objectives, station sites and route alternatives, and technically preferred station and route alternative. The Public Information Centre (PIC) will be held in two different locations – details are shown on the front of the brochure.

You are encouraged to attend this Public Information Centre 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 the *Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in study documentation.

The PIC will have 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.

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 under Contacts.

Contacts

Robb H. Minnes
MTO Project Director
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel: 416-235-5481
Fax: 416-235-4002
E-mail: robb.minnes@ontario.ca

George Ivanoff
Senior Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office,
Toronto/Durham
3rd Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel: 416-235-5548
Fax: 416-235-4002
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Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@delcan.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
June 29, 2009.

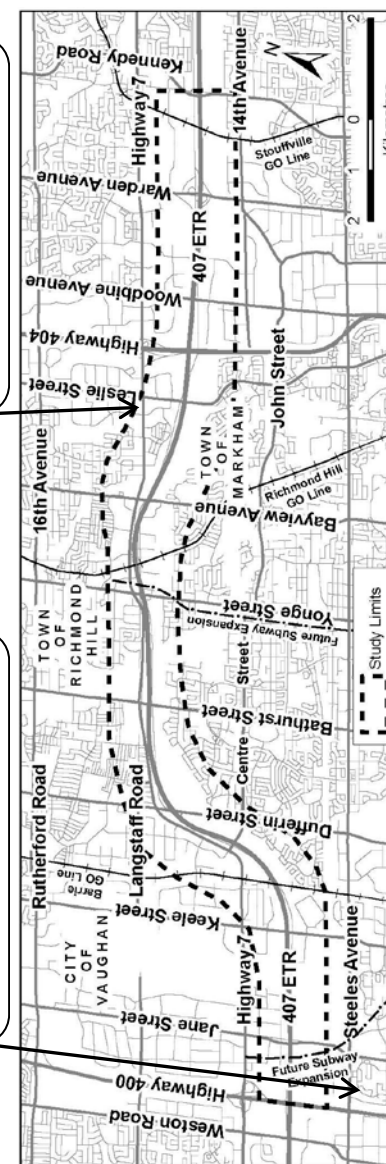
407 TRANSITWAY

Highway 400 to Kennedy Road

Notice of Public Information Centre

May 28,
2009
4:00 p.m. to
8:00 p.m.
Premiere
Ballroom
9019 Leslie
St., Richmond
Hill

May 26,
2009
4:00 p.m. to
8:00 p.m.
Black Creek
Pioneer
Village
1000 Murray
Ross Parkway,
Toronto



Introduction

The Ministry of Transportation (MTO) has initiated a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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 23 km segment is the priority section 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.

Delcan Corporation is leading the study with support from IBI Group on behalf of MTO. LGL Limited is providing environmental design and planning services.

Transit Project Assessment

MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment Process as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008, with the opportunity for public input throughout.

The Notice of Commencement for the formal Transit Project Assessment process, future PICs and release of study documentation will be published in local newspapers.

Planning Study

The study commenced as a Group "A" project following MTO's Class Environmental Assessment for Provincial Transportation Facilities (MTO 2000). MTO intends to transition the study to a Transit Project Assessment under the Transit Projects Regulations. The Planning Study has investigated the need and justification for the project, project goals and objectives, existing conditions in the study area and the generation, evaluation and selection of a technically preferred station sites and route.

Next Steps

Input received from external agencies/stakeholders, property owners/residents and the public at the PIC will be reviewed and incorporated into the study, where appropriate. The technically preferred route(s) and station sites will be used to generate alternative horizontal and vertical alignments and station configurations for evaluation.

A preliminary design will be prepared for the preferred alignment and station configuration. A second PIC will be held to present the preliminary design. At the completion of the preliminary design phase, an Environmental Project Report (EPR) will be prepared and made available for a 30-day public review period. Notification of submission of the EPR will be published in the local newspapers.

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.

Public Information Centre

Public consultation is an essential part of the planning and design process. A PIC has now been arranged to present the preliminary design of the technically preferred alignment, design concepts of the stations, anticipated environmental impacts and mitigation measures proposed. The PIC will be held at two different locations – details are shown on the front of this brochure.

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 the *Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in study documentation.

The PIC will have 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.

Comments

Your input is important. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the persons under Contacts.

Please visit the project website at www.lgl.ca/407Transitway for any project updates.

Contacts

Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel: 416-235-5481
Fax: 416-235-3576
E-mail: robb.minnes@ontario.ca

George Ivanoff
Senior Environmental Planner
Ministry of Transportation, Central Region
Planning and Environmental Office
Toronto/Durham
3rd Floor, Building D, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8
Tel: 416-235-5548
Fax: 416-235-3446
E-mail: george.ivanoff@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@delcan.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
July 30, 2010.

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Notice of Public Information Centre

June 24, 2010
4:00 p.m. to
8:00 p.m.
Delta
Markham
Hotel
50 East
Valhalla Drive
(near
Highway 7
and Highway
404),
Markham

June 29, 2010
4:00 p.m. to
8:00 p.m.
Black Creek
Pioneer
Village
1000 Murray
Ross
Parkway,
Toronto



Introduction

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 23 km central segment of a transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road (407 Transitway). The 407 Transitway includes stations and an operations, maintenance and storage facility. 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 23 km segment is the priority section 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.

Delcan Corporation is leading the study with support from IBI Group on behalf of MTO. LGL Limited is providing environmental design and planning services.

Transit Project Assessment Process

MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Project Assessment as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008, with the opportunity for public input throughout.

The Notice of Commencement for the formal Transit Project Assessment Process and release of Environmental Project Report will be published in local newspapers.

Planning Study

The Planning Study has investigated the need and justification for the project, project goals and objectives, existing conditions in the study area and the generation, evaluation and selection of a technically preferred station sites and route. A Public Information Centre (PIC) was held in May 2009 to present the results of the Planning Study.

Preliminary Design Study

The preliminary design of the technically preferred alignment and design concepts for the stations and operations, maintenance and storage facility were developed. Assessment of environmental impacts and mitigation measures were identified during the Preliminary Design Study.

Next Steps

Input received from external agencies/stakeholders, property owners/residents and the public at the PIC will be reviewed and incorporated into the study, where appropriate.

At the completion of the preliminary design phase, an Environmental Project Report (EPR) will be prepared and made available for a 30-day public review period. A notification of the EPR submission will be published in the local newspapers.

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.

PIC DISPLAY MATERIALS

PIC #1 Display Panels

PIC #2 Display Panels



407 TRANSITWAY FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD

GWP 252-96-00

Planning & Preliminary Design

Public Information Centre #1

The purpose of the study is to:

- Design a high-speed cross-regional transit facility to be constructed on a separate right-of-way that parallels Highway 407 ETR. The facility is to include:
 - Transit runningways;
 - Stations with platforms/enclosures including amenities such as Passenger Pick Up/Drop Off (PPUDO), bus transfer bays, park-and-ride areas, passenger information and fare collection systems;
 - An Operations and Maintenance Facility to accommodate an initial bus rapid transit (BRT) fleet with provision for future conversion to light rail transit (LRT); and,
 - Local car and bus access to and egress from the stations.
- Develop a cost-effective, safe and innovative preliminary design and construction staging for the Transitway, for BRT service to standards permitting conversion to LRT;
- Recommend a phased implementation strategy for this first section of the bus Transitway; and,
- Obtain environmental approval to allow construction of the facility including any mitigation required to address impacts of the facility.

Background:

Since the early 1970s, the Ministry of Transportation (MTO) has made commitments to protect a transportation corridor to accommodate a fully grade separated Transitway facility in a separate right-of-way in the Parkway Belt West Plan area. This facility has been further defined by later studies in terms of location within the Parkway Belt West (from Hamilton to Highway 48 in Markham), its extent, type of technology and service.

Policy Context

Provincial Policy Statement

Ontario's Provincial Policy Statement (2005) promotes the efficient use of existing and planned infrastructure and connectivity within and among transportation systems and modes which cross jurisdictional boundaries.

In addition, it states that the land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.



"Places to Grow" -Growth Plan for the Greater Golden Horseshoe

Ontario's Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2006) under the Places to Grow Act, 2005 presents a vision for managing growth in the region to the year 2031. The Plan provides the framework investment in the GGH so that existing infrastructure and future investment are optimized to serve growth.

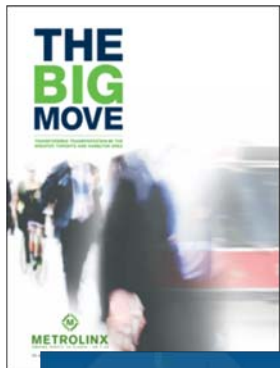
The policy directions for intensification and compact urban form identify public transit as a first priority for transportation infrastructure planning and to reduce reliance on any single mode by encouraging the most financially and environmentally appropriate mode for trip-making; multi-modal access to job, housing, schools, cultural and recreation opportunities, and goods and services; and provision for the safety of system users.

Background & Policy Context

MoveOntario 2020

In 2007, the Province of Ontario announced “MoveOntario 2020”, a provincial plan to fund 52 transit projects in the Greater Toronto Area (GTA) and Hamilton over a 12-year period starting in 2008.

Its primary goal is to create a modern rapid transit system that moves people and goods quickly and efficiently by improving the transit services of Southern Ontario’s largest transit providers. The province identified Highway 407 as one of its priority corridors for new rapid transit initiatives in the GTA.



The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)

On November 28, 2008, the Metrolinx Board of Directors adopted this Regional Transportation Plan (RTP).

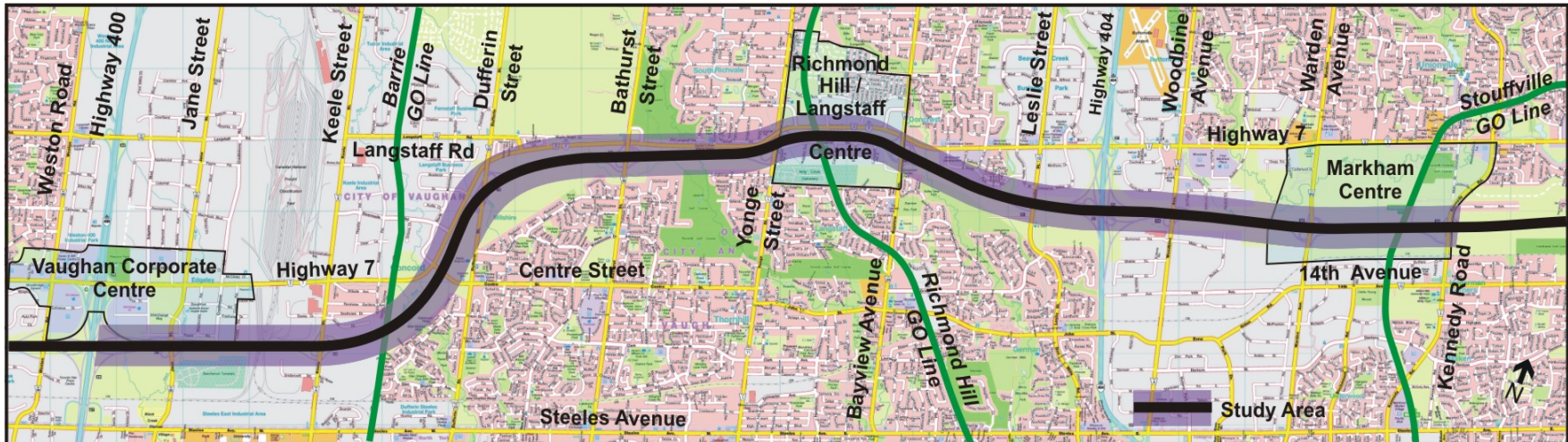
The Big Move recommends the construction of over 1,200 km of rapid transit — more than triple what exists now — so that over 80 percent of residents in the region will live within two kilometres of rapid transit, with an emphasis on areas with large senior and low-income populations who rely on transit to get around daily.

It has identified the 407 Transitway from Pearson Airport to Kennedy Road in Phase Three of its investment plan to be completed between 2023 and 2033.



Study Area

The study area extends for 23 kilometres through York Region along the Highway 407 corridor from east of Highway 400 in the City of Vaughan, through the Town of Richmond Hill, to Kennedy Road in the Town of Markham. The area is located within the Parkway Belt West Plan limits, a multi-purpose corridor providing rights-of-way for freeways, regional transit, electric power transmission lines, utilities and public open space.



Key Plan of Study Area

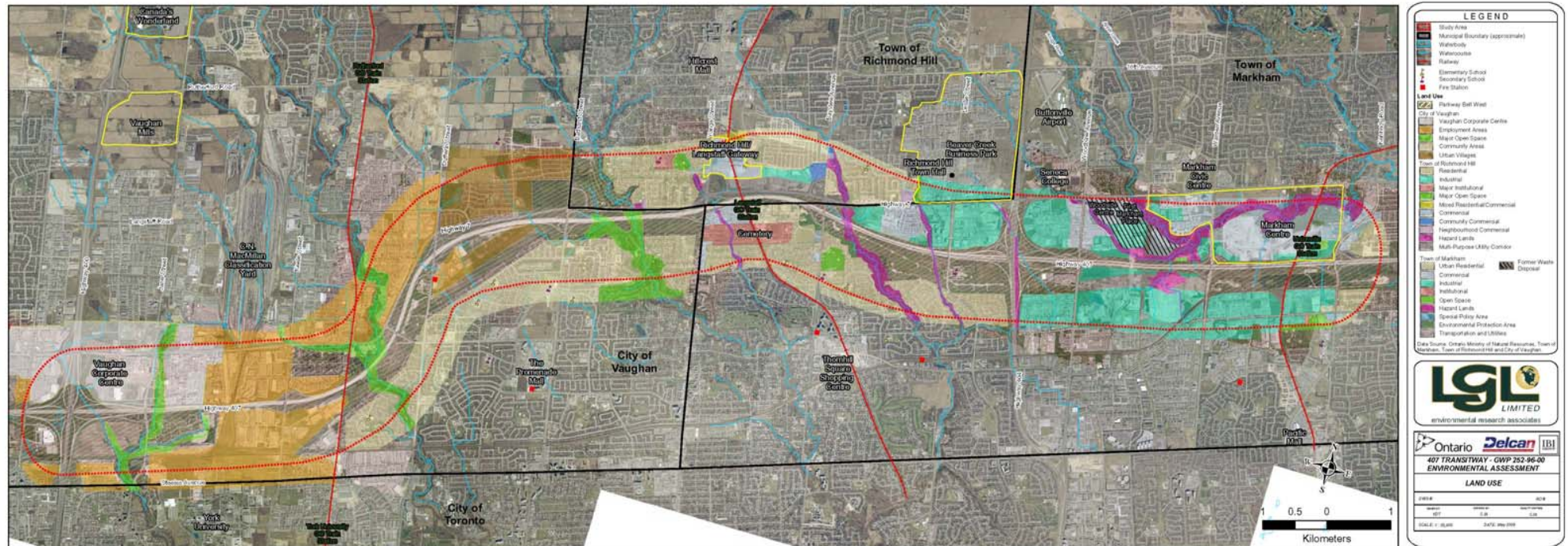
This segment has been selected as the priority section of the 150 km long overall corridor from Burlington to Highway 35/115, because it:

- supports and connects the newly developed Markham, Richmond Hill/ Langstaff and Vaughan Corporate centres (Urban Growth Centres)
- provides connections with three GO rail lines; Barrie , Richmond Hill and Stouffville
- attracts higher potential ridership and therefore a higher chance for early success
- has high walk-in potential given the land use at Bayview, Leslie, Warden, Kennedy and the 404 Business Park
- is long enough to make it a viable, stand alone section
- connects with YRT, Viva and the future Spadina and Yonge Subways
- can connect with Highways 400 and 404.

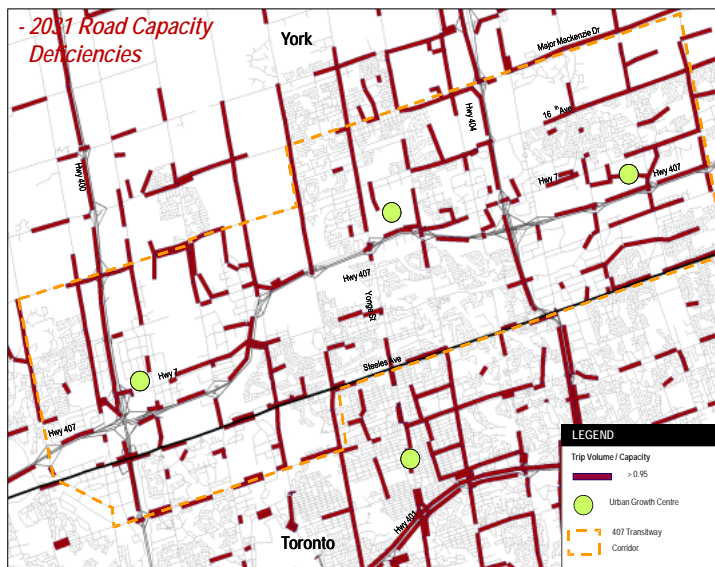
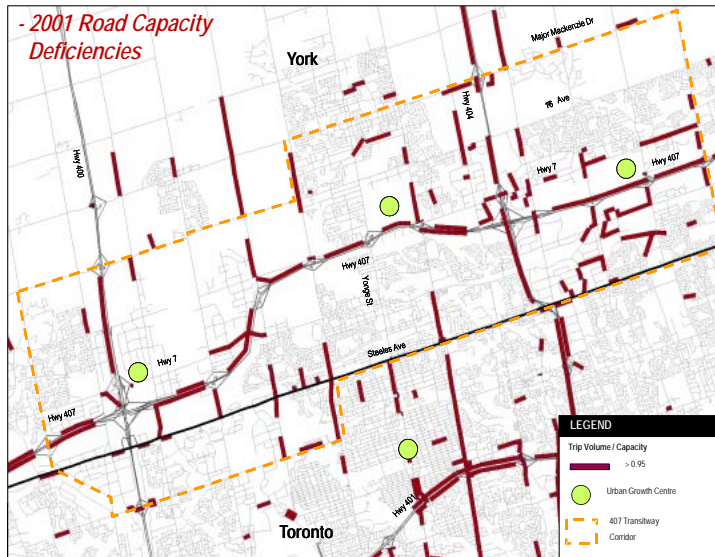
Existing Conditions – Natural Features



Existing Conditions – Land Use



Transportation Needs



- The study area's relatively low density automobile-oriented development results in severe traffic congestion leading to increasing delays, air pollution, greenhouse gas emissions and socio-economic impacts. By 2031, future travel demand is expected to increase by almost 50%.
- High-order transit is an integral element of the Greater Golden Horseshoe Growth Plan developed to support social, economic and environmental objectives for this area. Land use intensification recommended by the Growth Plan assumes an improved transit alternative in the 407 corridor.
- As a response, a 407 Transitway offers the opportunity to enhance east-west cross-regional mobility and alter commuting patterns across the Greater Toronto Area.
- In the short-term, a 407 Transitway will integrate with the existing/planned transportation network, and in the long-term, will change travel patterns thus supporting local and provincial planning objectives.
- In its final form, a 407 Transitway would transform the existing, predominantly radial system of high-order regional transit facilities into a network configuration, thereby expanding travel choices as well as reinforcing the utilization of the existing transit system.

Transportation Alternatives Considered

A. Do Nothing –Base Case Scenario

Assumes committed improvements have been implemented (VIVA BRT, MoveOntario 2020)

B. Additional Transit Improvements:

Operational Improvements

1. Increase frequency of service, number and capacity of vehicles, origins/destinations served, etc.

Operational & Infrastructure Improvements

1. Improvements to existing running ways, stations, maintenance and storage facilities (i.e. GO Transit, VIVA, TTC, etc.)

C. New Transit Facility

Construct New Transit System along 407 Corridor

1. High speed transit facility that is fully grade-separated
2. Partially grade-separated transit facility (includes at-grade and mixed operations)

D. Transit Infrastructure Addition Along

Other Arterial Corridors (e.g. Steeles & Major Mackenzie)

1. High speed transit facility that is generally grade-separated
2. Transit facility that is partially grade-separated and includes at-grade and mixed operations

Highway 7

1. High speed transit facility that is fully grade-separated
2. Transit facility that is partially grade-separated and includes at-grade and mixed operations



Transportation Solution Objectives



Transportation

- Enhance east-west cross-regional mobility >5-10 km
- Offer a faster, safer and more efficient way of moving people
- Maximize utilization of protected 407 Corridor
- Improve integration with regional transportation network
- Ability to increase capacity to meet additional travel demand



Land Use

- Improve accessibility to existing/planned major urban centres/nodes
- Increase support for a more compact urban structure



Natural and Social Environments

- Minimize adverse effects on the natural environment
- Minimize adverse effects on the social environment
- Reduce reliance on energy resources, reduce automobile dependence and gas emissions

Costs

- Increased cost-effectiveness of moving people in corridor

Transportation Solution Objectives

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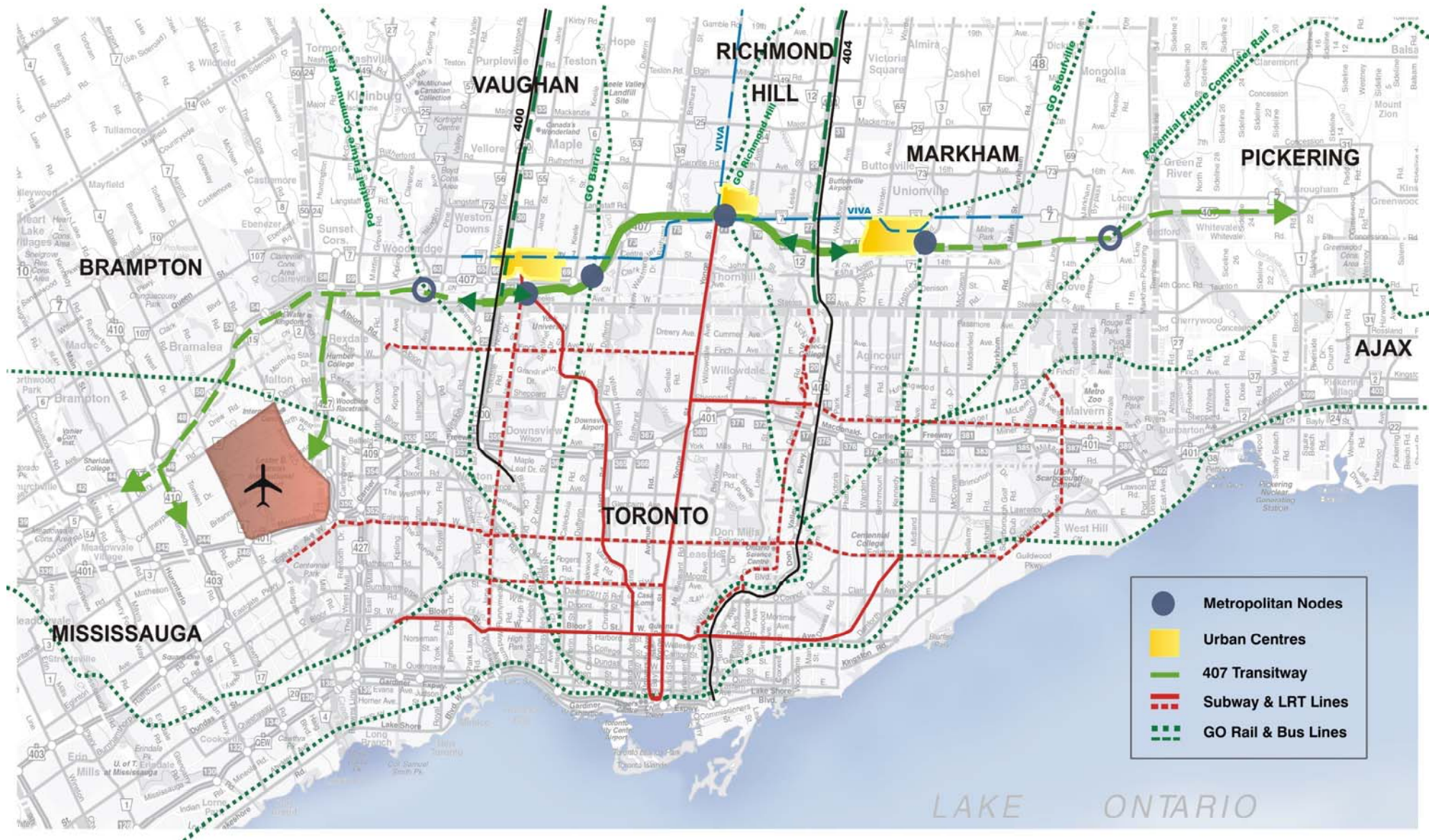


Recommendation - A 407 Transitway

A new high-speed, fully grade-separated transit facility (Transitway) along Highway 407 is recommended because it is the transportation alternative most responsive to the evaluation objectives:

- It enhances east-west cross-regional mobility for trips longer than 5-10 km
- It offers a faster, safer and more efficient way of moving people
- It maximizes utilization of the protected 407 corridor
- It can be integrated well with the regional transportation network
- It is able to increase capacity to meet additional travel demand
- It will provide improved accessibility to existing and planned urban growth centres
- It has high potential to reduce congestion growth and thus enhance community access and quality of life
- It has the potential to significantly reduce single-occupancy vehicle use
- It minimizes adverse effects on the social and natural environments

Role of 407 Transitway in the GTA



How Station Locations and Route Alternatives Were Identified

Station nodes were defined as:

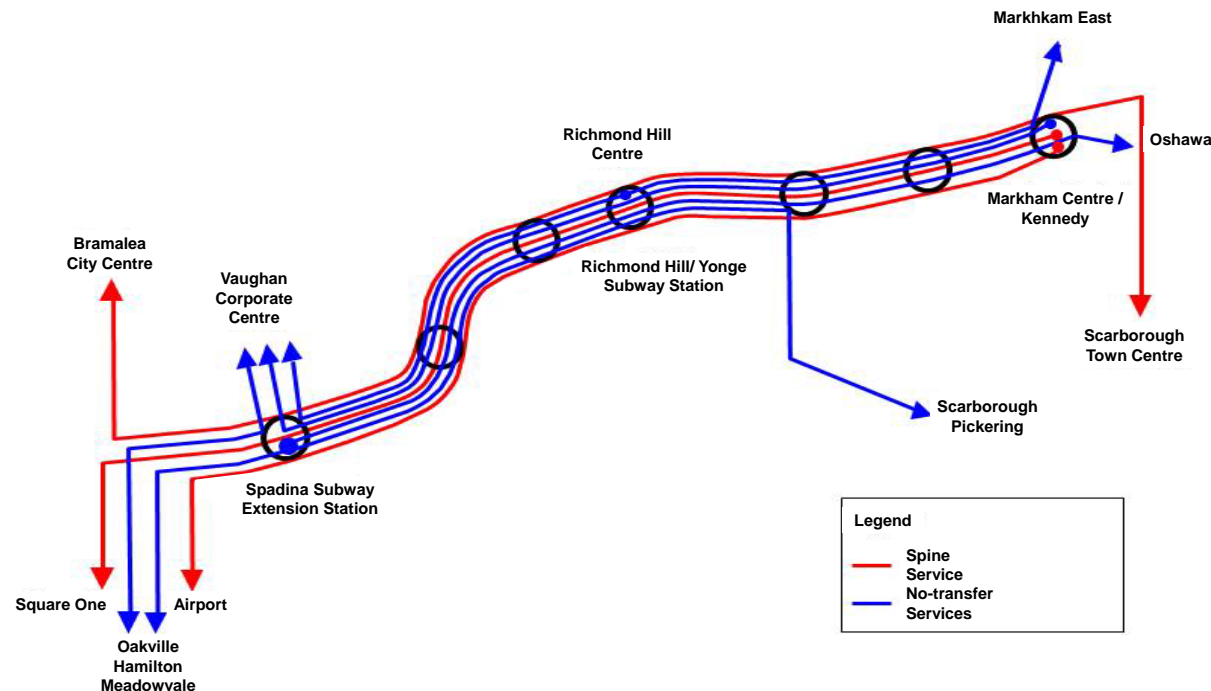
- locations within 500 m of an urban centre
- connections to existing and future inter-regional transit networks; and
- crossings of major north-south arterial roads

Initially, eleven station nodes were identified and assessed against the Transitway objectives. A sensitivity analysis (modeling) indicated that seven stations within the central segment of the 407 Transitway will achieve the 407 Transitway objectives.

SELECTED STATION NODES	FUNCTION
➤ Jane Street	Connects with TTC Spadina Subway and serves the Vaughan Corporate Centre
➤ GO-Barrie	Connects with future GO Commuter Railway Line
➤ Bathurst Street	Provides 'park and ride' capacity near the Yonge Street mobility hub
➤ Yonge Street - Richmond Hill / Langstaff Centre	Connects with the TTC Yonge Street Subway and Richmond Hill GO Line
➤ Leslie Street	Serves the Beaver Creek Business Park
➤ Woodbine Avenue/Rodick Road	Provides 'park and ride' , more uniform station spacing and access to the West Markham Centre
➤ Kennedy Road – Markham Centre	Connects with the Stouffville GO Railway Line and serves the Markham Centre

Transitway Ridership Forecasting Method

- The Greater Golden Horseshoe Travel Demand Model developed in 2008 for MTO was used;
- Transitway Service Characteristics Assumed For Ridership Forecasting:
 - Bus-based technology will be operated initially to provide routing flexibility;
 - Two primary types of service will be offered:
 1. A base spine service – Services that operate exclusively on the Transitway, including some express services
 2. One-seat ride (No-transfer) services – Direct services between major nodes or residential areas and other major employment nodes or intermodal stations. Routes comprised of portions both on and off of the Transitway and include both express and all-stop service along the Transitway (i.e., interlining)



- The Transitway infrastructure design will allow buses to achieve an average speed of 65 km/hour including station stop time;

Transitway Ridership Forecasting Results (7 stations)

•2031 Weekday Trips A.M. peak hour	70,000-80,000 13,800 boardings
•2031 Peak hour ridership at peak load point (immediately east of Yonge Street) in peak direction(WB)	5,400
•Riders from 407 Transitway transferring to:	
➤Yonge Subway in AM peak period i.e., 30% of all subway boardings at Yonge/RHC station	4,600 (over 80% of 407TW arrivals)
➤GO Richmond Hill Line	200 (approx. 20% of GO boardings at RHC)
•Riders from 407 Transitway transferring to:	
➤Spadina Subway in AM peak period i.e., 50% of all subway boardings at Jane/407 station	3,300 (over 90% of 407TW arrivals)
•AM Peak-hour, Peak Point, Peak Direction Passenger Volumes by Segment:	
➤Markham Centre (Kennedy Road) to Yonge Street WB: 4,500-5,400	
➤Jane Street (Spadina Subway) to Yonge Street WB: 2,200-2,500	
➤West of Jane Street (Spadina Subway) 1,400-2,200	
➤East of Kennedy Road (Markham Centre) 1,300-3,900	
•Proportion of riders accessing Transitway by: <ul style="list-style-type: none"> - Other transit: 81% - Walk-in: 7% - Park-and-ride : 12% 	



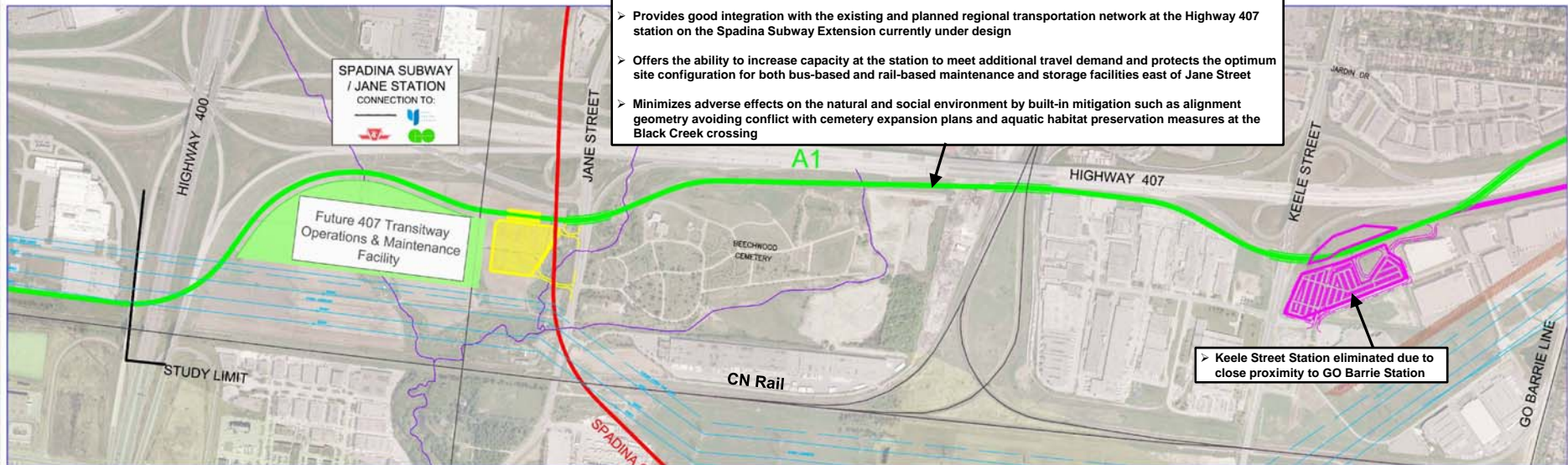
2031 AM Peak hour passenger volumes by segment

Route and Station Alternatives (1 of 3)

Segment A

The only candidate route alternative, A1 is recommended because it:

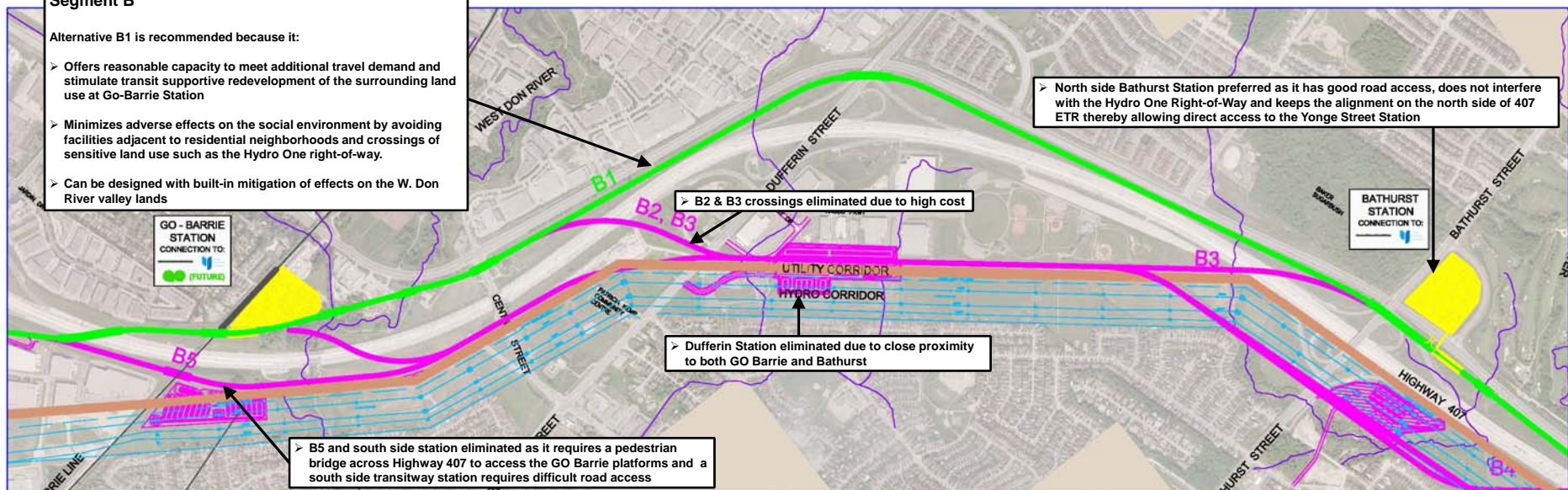
- Provides good integration with the existing and planned regional transportation network at the Highway 407 station on the Spadina Subway Extension currently under design
- Offers the ability to increase capacity at the station to meet additional travel demand and protects the optimum site configuration for both bus-based and rail-based maintenance and storage facilities east of Jane Street
- Minimizes adverse effects on the natural and social environment by built-in mitigation such as alignment geometry avoiding conflict with cemetery expansion plans and aquatic habitat preservation measures at the Black Creek crossing



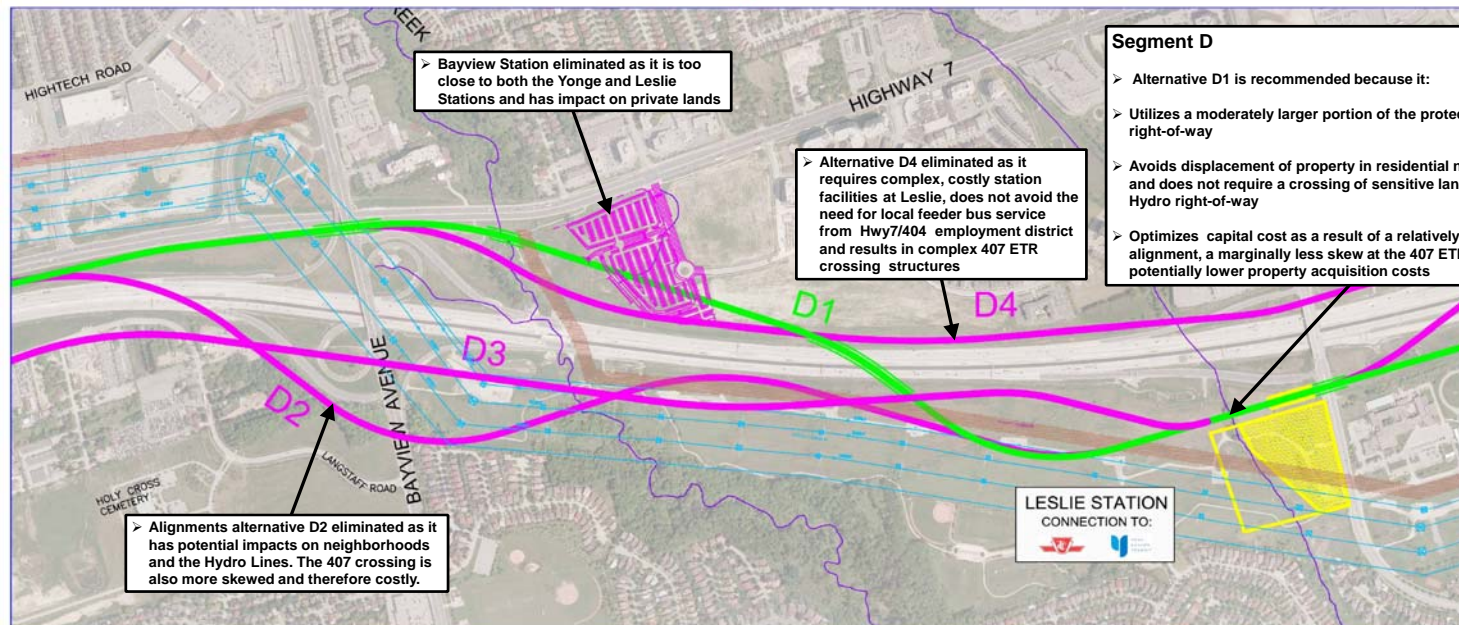
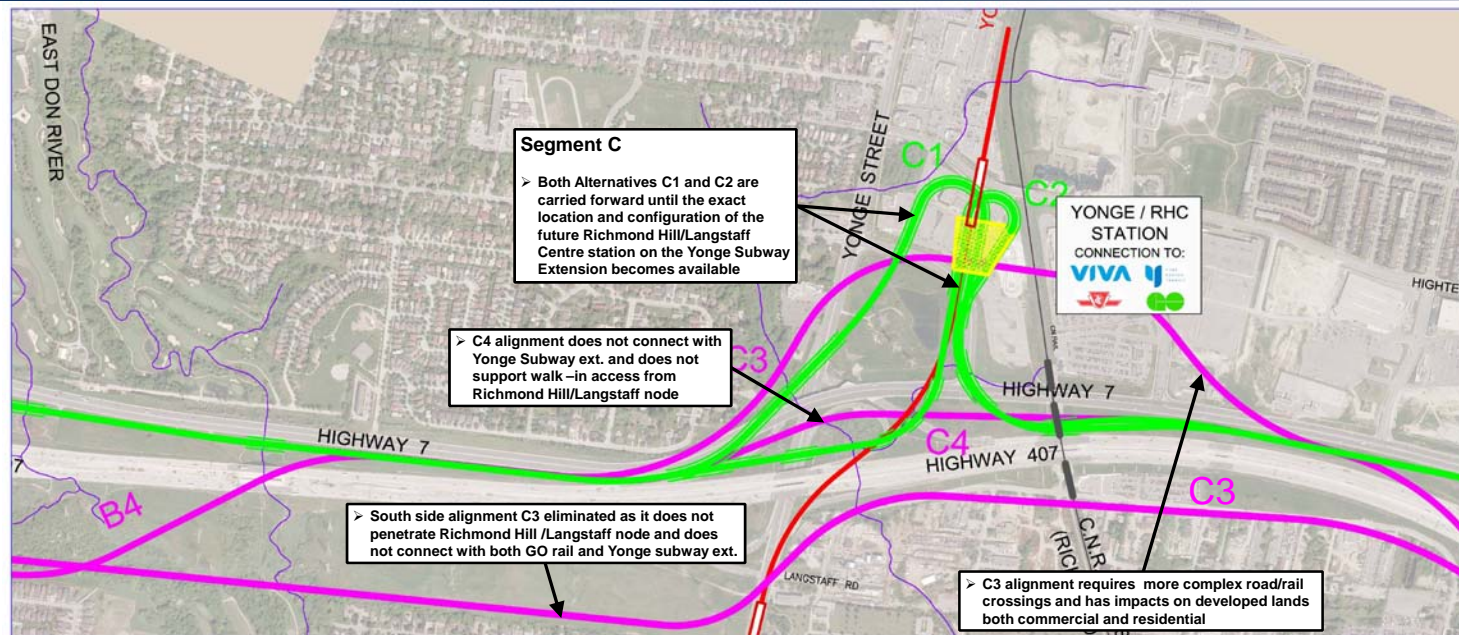
Segment B

Alternative B1 is recommended because it:

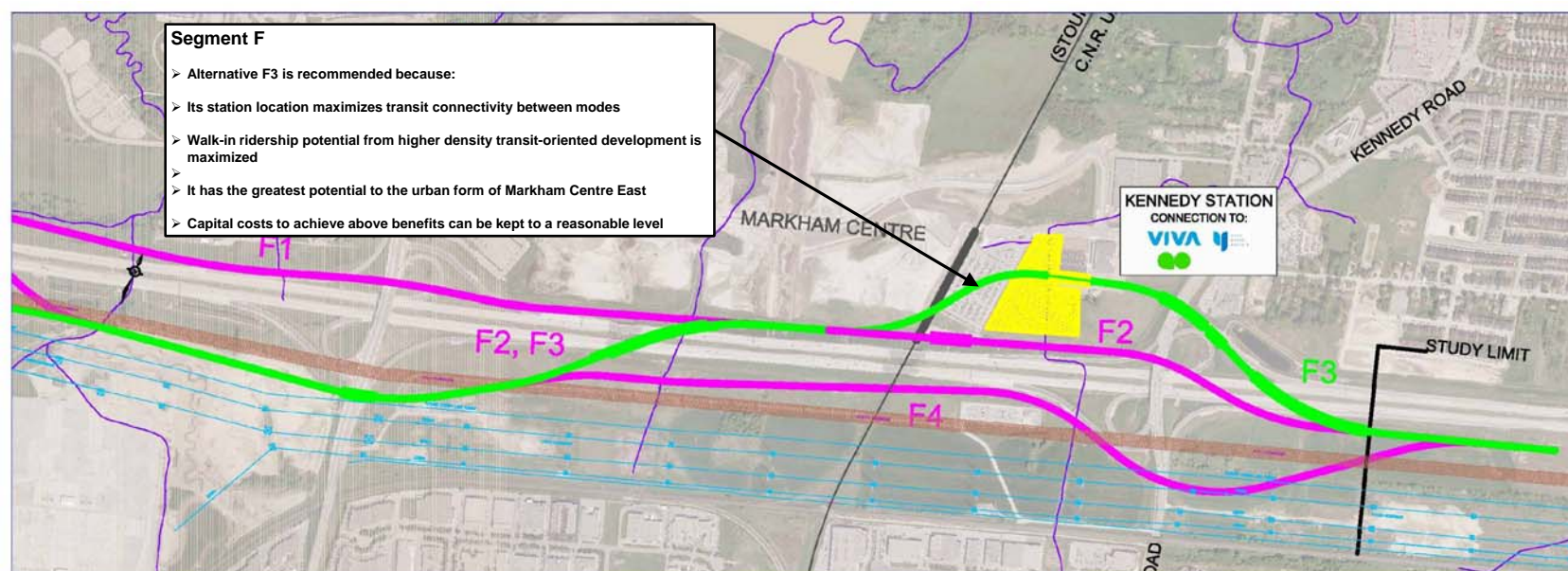
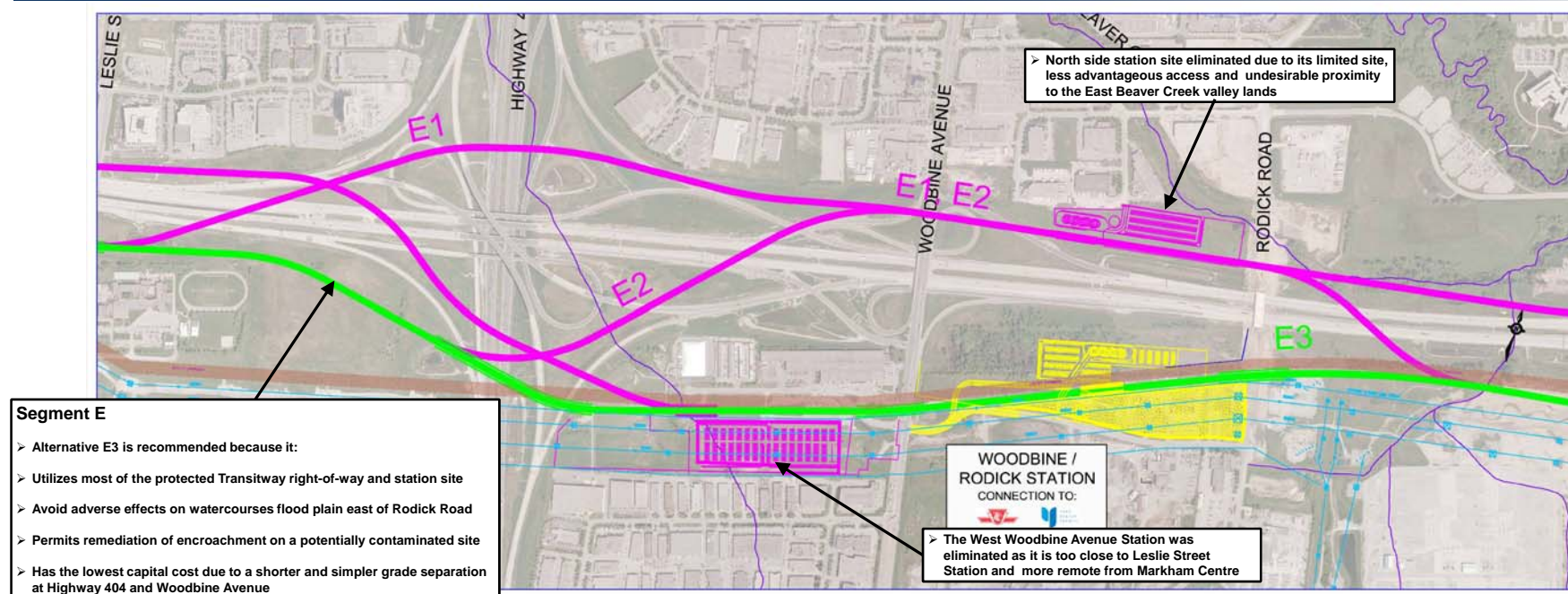
- Offers reasonable capacity to meet additional travel demand and stimulate transit supportive redevelopment of the surrounding land use at Go-Barrie Station
- Minimizes adverse effects on the social environment by avoiding facilities adjacent to residential neighborhoods and crossings of sensitive land use such as the Hydro One right-of-way.
- Can be designed with built-in mitigation of effects on the W. Don River valley lands



Route and Station Alternatives (2 of 3)

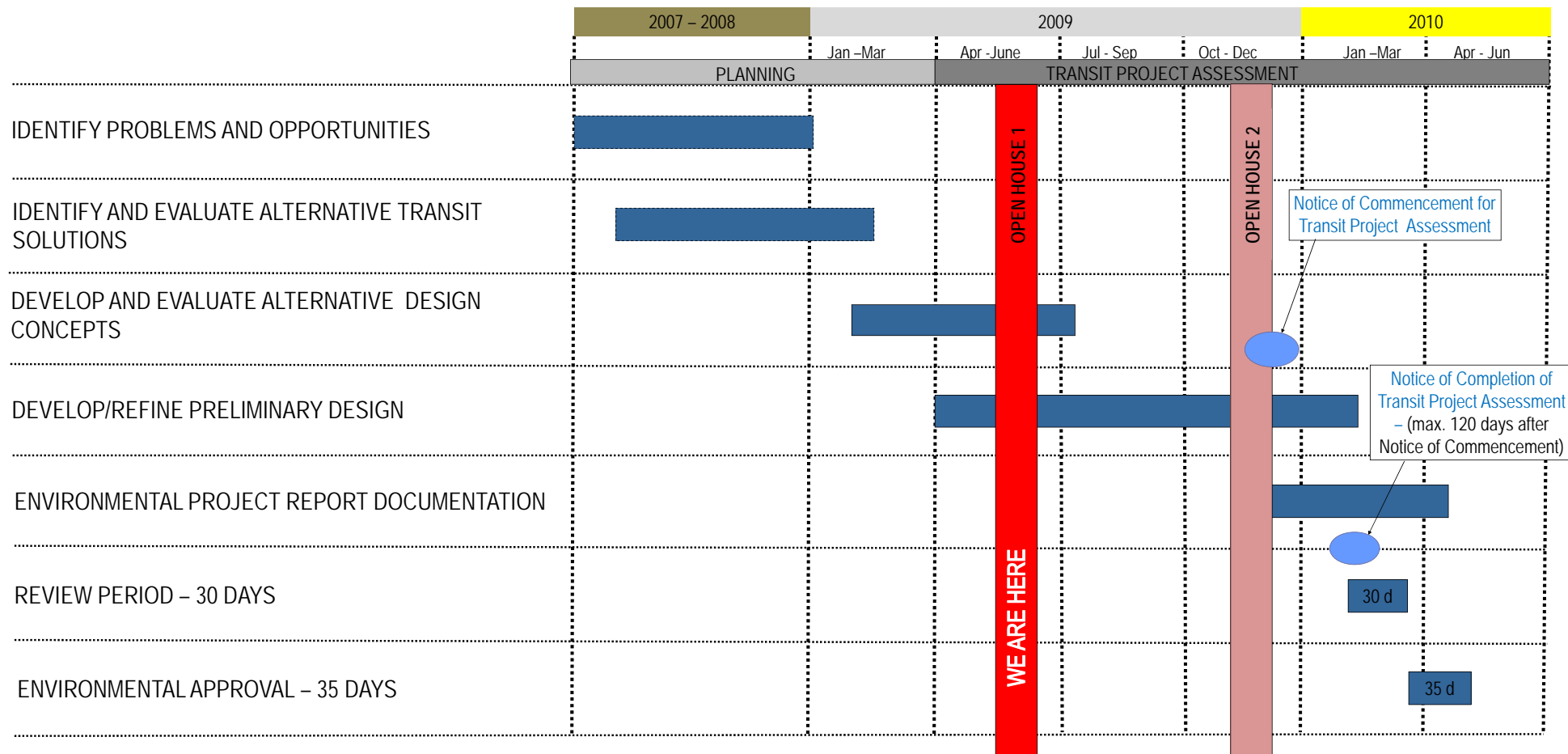


Route and Station Alternatives (3 of 3)



Study Schedule/Process

MTO is carrying out pre-planning activities for the 407 Transitway under the Transit Projects Regulation as per the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08* (Transit Projects Regulation), June 2008.



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 meeting the requirements of the Environmental Assessment Act. 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.

Next Steps

Input received at PIC #1 will be reviewed and incorporated into the study, as appropriate.

The technically preferred route(s) and station sites will be used to generate alternative horizontal and vertical alignments and station configurations for evaluation. A preliminary design will be prepared for the preferred alignment and station configuration.

At the completion of preliminary design, an Environmental Project Report (EPR) will be prepared and made available for a 30-day review period. The EPR review locations will be published in the Toronto Star, Vaughan Citizen, Markham Economist and Sun, and The Liberal (Richmond Hill) newspaper.

Your input is important. We invite you to complete the **comment form** provided and return it to us by: **June 29, 2009**. If you wish to be added to our mailing list, require further information, or wish to provide input to this project, please contact one of the following project team members:

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E-mail: gkauffman@lgl.com

Thank you for your participation in this project.

407 TRANSITWAY

FROM EAST OF HIGHWAY 400 TO KENNEDY ROAD

GWP #252-96-00

Planning & Preliminary Design

Public Information Centre #2

June 24th and 29th, 2010

Purpose of Public Information Centre #2



- Ø The first Public Information Centre (PIC #1) was held in May 2009 to introduce the study and to present the results of the Planning Phase, including the technically preferred station sites and route.
- Ø Since PIC #1, comments from the public were considered and consultation with regulatory agencies was carried out to develop the preliminary design of the 407 Transitway.
- Ø The purpose of this PIC (PIC #2) is to present and receive input on:
 - the preliminary design of the technically preferred stations and alignment;
 - the predicted environmental impacts and proposed mitigation measures; and,
 - the Transit Project Assessment Process for this project including major milestones, next steps and study schedule.
- Ø 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.
- Ø You may also visit us at **www.lgl.ca/407Transitway**.

Study Purpose & Scope

- Ø Preliminary Design of a high-speed cross-regional transit facility located in a separate right-of-way along the 407 ETR corridor from east of Highway 400 in the City of Vaughan, through the Town of Richmond Hill, to Kennedy Road in the Town of Markham;
- Ø Infrastructure Design for initial Bus Rapid Transit (BRT) service, convertible to Light Rail Transit (LRT) including transit runningways, stations with local car and bus access/egress and an Operations and Maintenance Facility;
- Ø Development of a phased implementation strategy for this first section of the overall 407 Transitway;
- Ø Environmental approval for the project under the Ontario Provincial Transit Projects Assessment Process.

This central section was selected as the priority section of the 150 km long overall corridor from Burlington to Highway 35/115, as it is long enough to be a viable, stand alone section, provides connections with other radial transit services, links regional urban centres, and attracts higher potential ridership and therefore a higher chance for early success.



Extending 23 kilometres through York Region, the study area shown above, lies within the Parkway Belt West Plan limits, a multi-purpose corridor providing rights-of-way for freeways, regional transit, electric power transmission lines, utilities and public open space.

Background & Policy Context

Background:

Since the early 1970s, the Ministry of Transportation (MTO) has made commitments to protect a transportation corridor to accommodate a fully grade separated Transitway facility in a separate right-of-way in the Parkway Belt West Plan area. This facility has been further defined by later studies in terms of location within the Parkway Belt West (from Hamilton to Highway 48 in Markham), its extent, type of technology and service.

Policy Context

Provincial Policy Statement

Ontario's Provincial Policy Statement (2005) promotes the efficient use of existing and planned infrastructure and connectivity within and among transportation systems and modes which cross jurisdictional boundaries.



"Places to Grow" – Growth Plan for the Greater Golden Horseshoe

Ontario's Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2006) under the Places to Grow Act, 2005 presents a vision for managing growth in the region to the year 2031. The policy directions for intensification and compact urban form identify public transit as a first priority for transportation infrastructure planning.

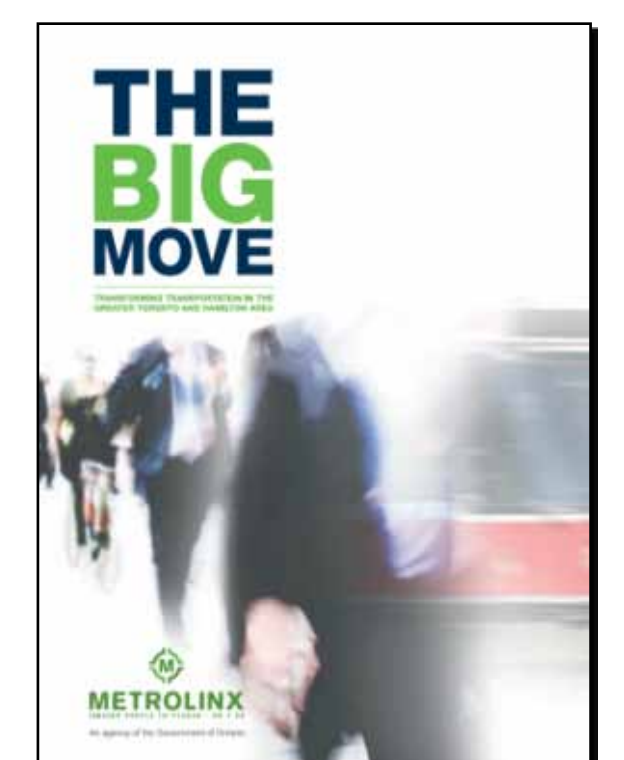
MoveOntario 2020

In 2007, the Province of Ontario announced "MoveOntario 2020", a provincial plan to fund 52 transit projects in the Greater Toronto Area (GTA) and Hamilton over a 12-year period starting in 2008. The province identified Highway 407 as one of its priority corridors for new rapid transit initiatives in the GTA.



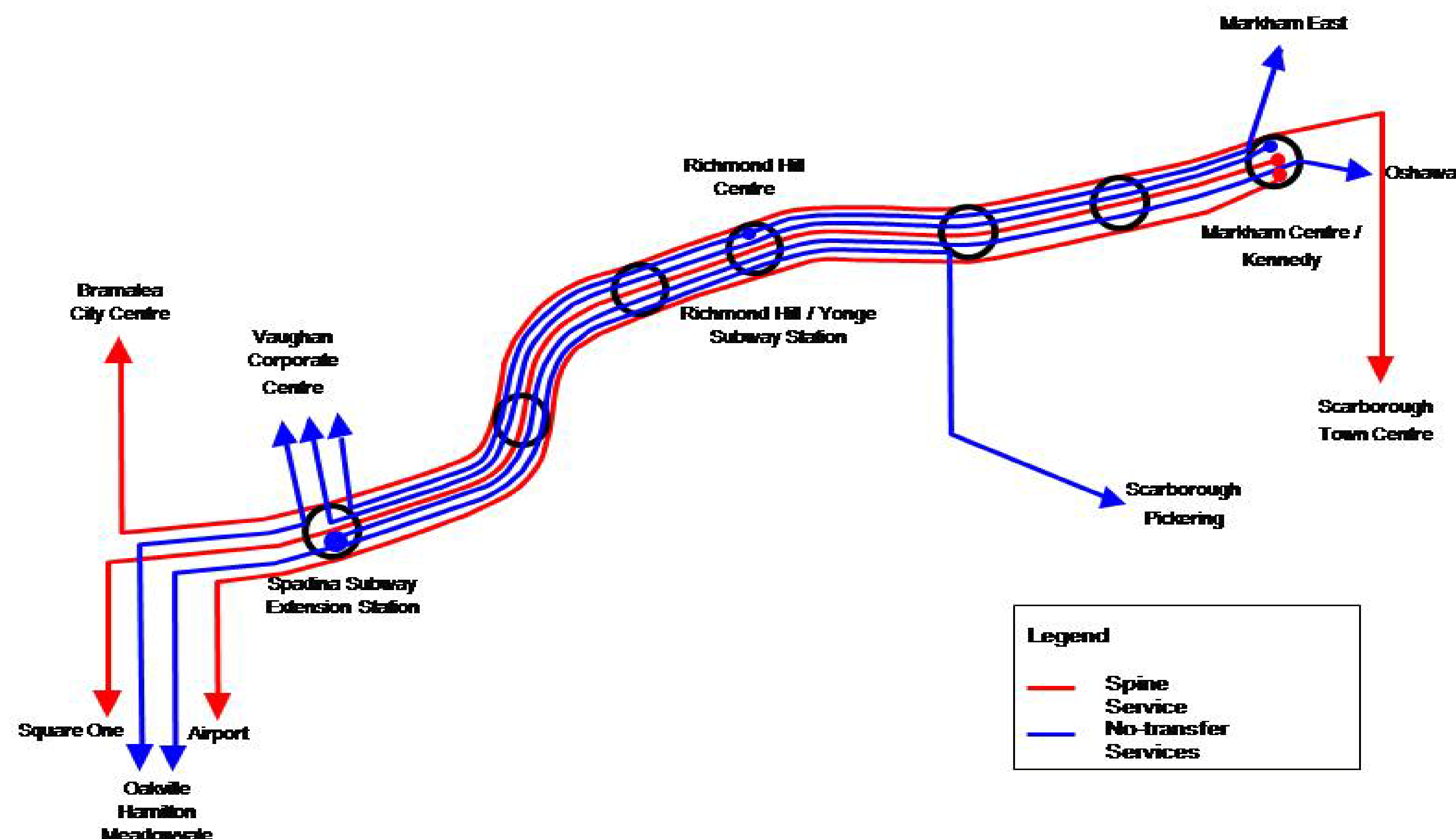
The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)

On November 28, 2008, the Metrolinx Board of Directors adopted this Regional Transportation Plan (RTP). The Big Move identified the 407 Transitway from Pearson Airport to Kennedy Road in Phase Three of its investment plan to be completed between 2023 and 2033.



Transitway Ridership Forecasting Method

- Ø The Greater Golden Horseshoe Travel Demand Model developed in 2008 for MTO was used.
- Ø The Transitway infrastructure design will allow buses to achieve a speed of **100 km/hr** between stations and an average speed of **65 km/hour including station stop time**
- Ø Transitway Service Characteristics Assumed For Ridership Forecasting:
 - Bus-based technology will be operated initially to provide routing flexibility;
 - Two primary types of service will be offered:
 1. A base spine service – Services that operate exclusively on the Transitway, including some express services
 2. One-seat ride (No-transfer) services – Direct services between major nodes or residential areas and other major employment nodes or intermodal stations. Routes comprised of portions both on and off of the Transitway and include both express and all-stop service along the Transitway (i.e., interlining)



Transitway Riders and Buses, Forecast for 2031

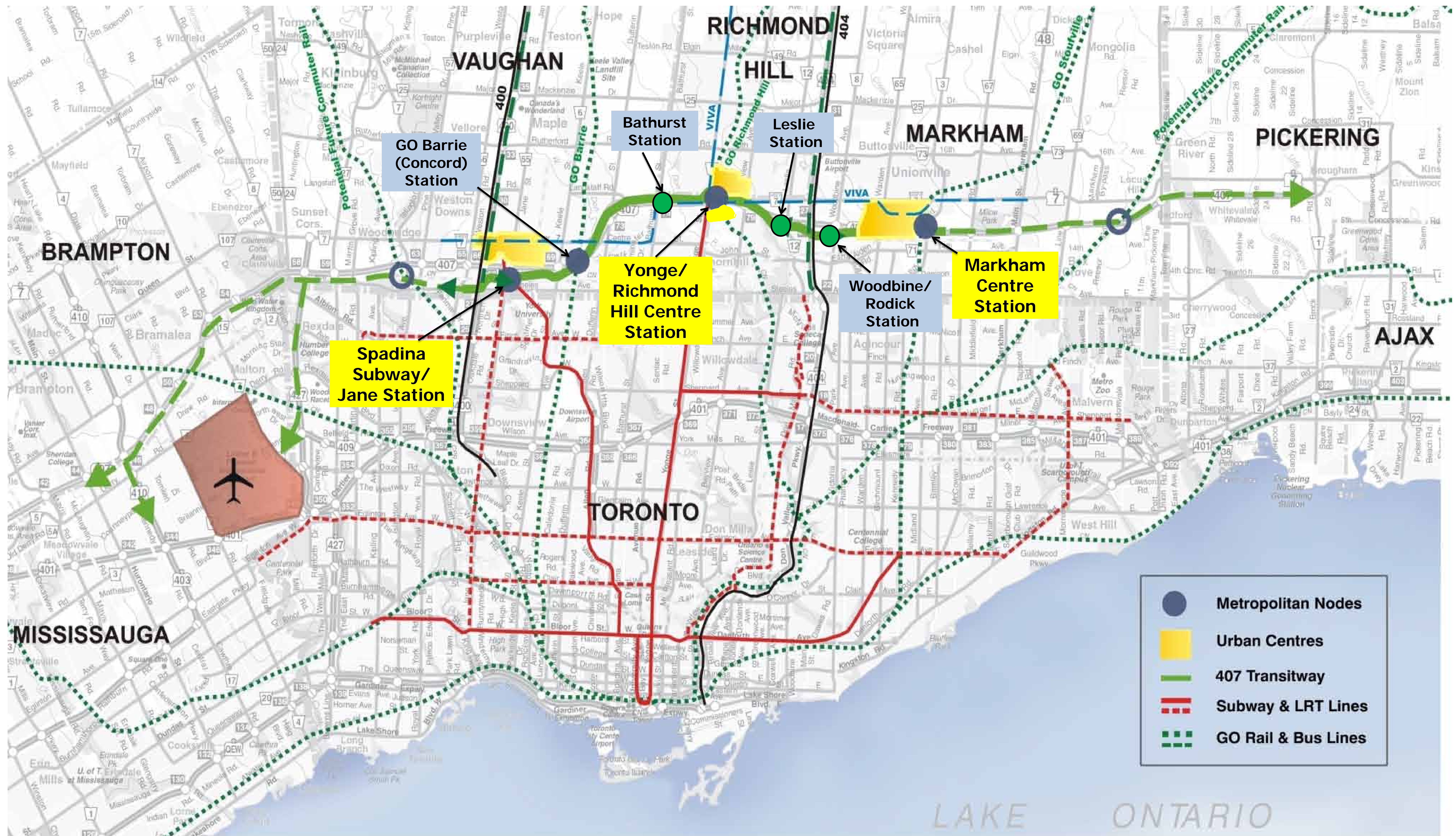


2031 AM Peak hour passenger volumes by segment

Daily Transitway Trips	70,000 to 80,000
Morning Rush Hour Transitway Boardings	15,700
Busiest Section of the Transitway: Yonge Street to Kennedy Road	<div>Ø Markham Centre (Kennedy Road) to Yonge St (westbound)</div> <div>Ø 4,500 to 5,400 approaching riders during a.m. peak hour</div> <div>Ø Up to 140 buses per hour westbound</div>
Busiest Station: Future RHC (Yonge) Station	<div>Ø 7,600 transfers during a.m. peak hour</div> <div>Ø 110 buses arriving per hour (2 min interval EB; 45 sec intervals WB)</div>
Other Major Connection Node: Highway 400 to Yonge Street	<div>Ø Jane Street Station (Future Spadina Subway connection): 4,100 transfers in a.m.</div> <div>Ø Jane Street EB– up to 2,500 riders (Buses at 90 sec intervals)</div>
Proportion of riders accessing Transitway by mode	<div>Ø Other Transit – 74%</div> <div>Ø Park-and-Ride – 19%</div> <div>Ø Walk-in – 7%</div>

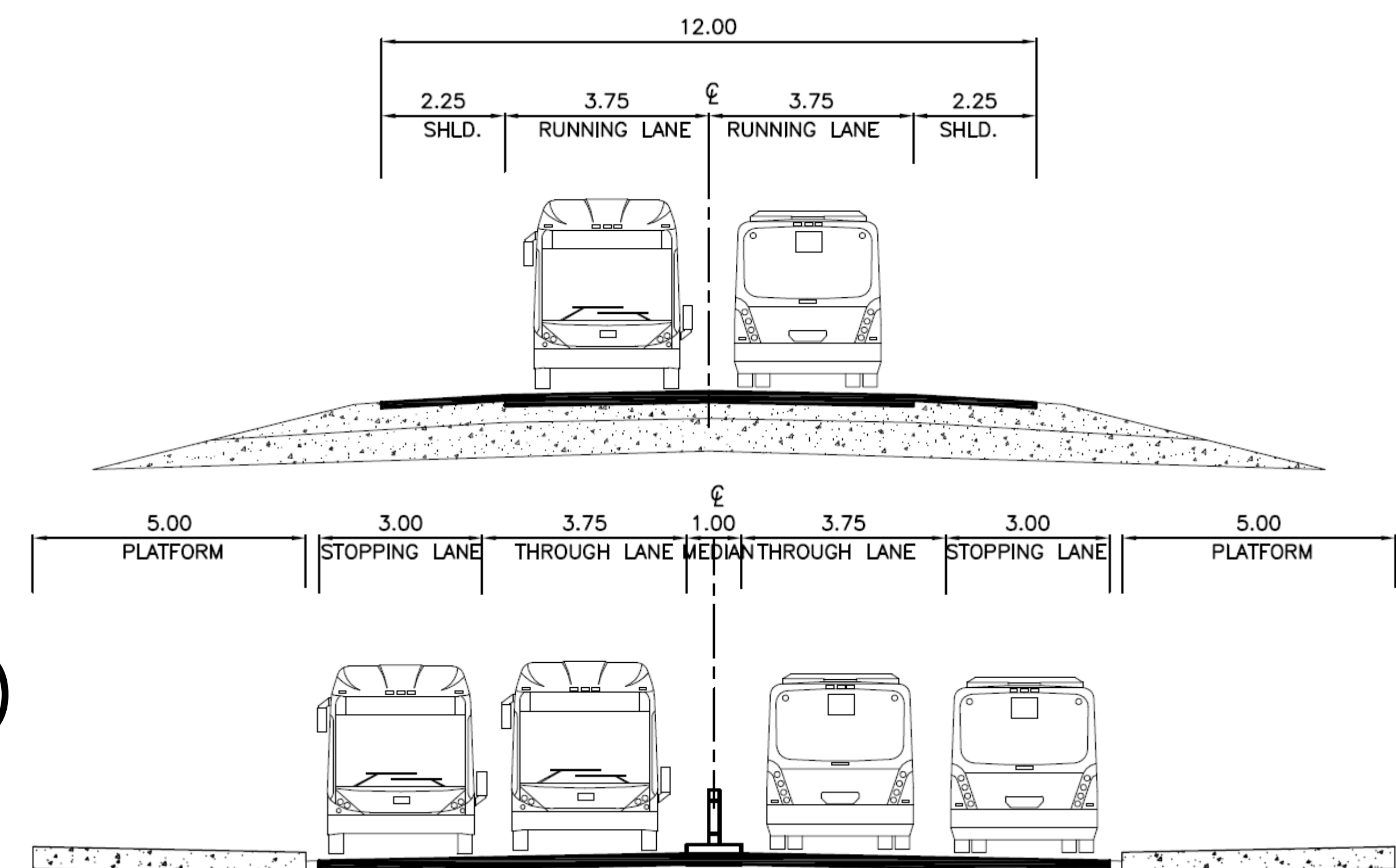
Role of the Project in the GTA

An east-west, cross-regional, intermediate capacity rapid transit service linking Urban Growth Centres and connecting with the existing and future GTA radial transit network






407 Transitway Infrastructure Characteristics




- Ø 23 km Transitway between Highway 400 and Kennedy requires a ROW width varying between 15 m (minimum in retained sections) and 45 m (cut or fill sections with slopes).
- Ø Protected ROW provides for either BRT or LRT operation.
- Ø Infrastructure includes runningway and stations (accommodating both BRT & LRT standards), park and ride and transit interface facilities.
- Ø Runningway 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)
- Ø 16 Overpasses & 14 Underpasses



Environmental Impacts and Mitigation

Impacts	Mitigation
Soils Disturbance of soil and utilization and disposal of excess materials	<ul style="list-style-type: none"> Utilization and disposal of excess materials will be managed in accordance with regulatory requirements. Subsurface environmental investigations will be conducted on properties with high likelihood to have contamination or waste and are to be affected by construction activities.
Flora and Fauna Minor impacts to natural vegetation at watercourse crossings.  Most impacts are to occur within previously disturbed transportation rights-of-way. Minor displacement and disturbance of wildlife habitat.	<ul style="list-style-type: none"> Impacts on natural vegetation will be mitigated by restoration of any vegetation removed. Requirements under the <i>Species at Risk Act</i>, Ontario's <i>Endangered Species Act</i>, <i>Migratory Birds Convention Act</i>, and <i>Fish and Wildlife Conservation Act</i> will be met to mitigate any adverse effects on wildlife species. Measures will be incorporated, where necessary, to compensate for any harmful alteration of fish habitat and to address requirements under the <i>Fisheries Act</i>. 
Surface Water The 407 Transitway will cross a total of 16 watercourses using existing, new or modified culverts/bridges.	<ul style="list-style-type: none"> Erosion and sedimentation control measures to prevent the potential migration of sediments off site. Stormwater run-off from the 407 Transitway will be collected and treated in accordance with provincial guidelines. Stormwater quality and quantity controls will be implemented at station sites. 
Groundwater Potential impact to groundwater during construction	<ul style="list-style-type: none"> Impacts to the groundwater regime are temporary. Further hydrogeology studies will be conducted prior to construction at locations where dewatering is required and to support Ministry of Environment's Permit to Take Water applications.
Archaeology A Stage 1 Archaeological Assessment identified areas of archaeological potential.	<ul style="list-style-type: none"> A Stage 2 Archaeological Assessment will be conducted prior to construction. Any impacts on archaeological resources will be mitigated through avoidance or salvage.

Environmental Impacts and Mitigation

Impacts	Mitigation
Cultural Heritage Two Built Heritage buildings will be displaced at GO Barrie (Concord) Station. Disturbance to one Built Heritage building during construction at Markham Centre (Kennedy) Station.	<ul style="list-style-type: none"> Cultural Heritage Resource Documentation will be completed as a mitigation measure for the built heritage resources to be displaced by the 407 Transitway. A Cultural Heritage Resource Study will be conducted to determine protection measures to mitigate disturbance impacts during construction. 
Property Most of the 407 Transitway is located on publicly-owned lands within a provincially designated infrastructure corridor. 	<ul style="list-style-type: none"> Small amounts of private property will need to be acquired through negotiation or expropriation if required. Landscape planting plans will be prepared and implemented to mitigate any visual impacts and impacts to the existing vegetation communities within the study area. Discussions with private landowners and local municipalities have occurred to integrate the 407 Transitway into development plans.
Infrastructure The 407 Transitway will not conflict with the operation and maintenance of adjacent roadways and other infrastructure.	<ul style="list-style-type: none"> The 407 Transitway will be grade-separated from highways, roads and other transit facilities to avoid conflict with existing transportation infrastructure. Construction activities will be staged to avoid/minimize traffic delays. 
Air and Noise Negligible changes of gaseous pollutant concentrations and greenhouse gas emissions are expected from the 407 Transitway. The projected increases in sound levels due to the operation of the 407 Transitway do not exceed Ministry of the Environment guidelines of 5 decibels when comparing to 2031 ambient sound levels.	<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. Trees or solid barriers at least 2 m high will be implemented to reduce dust impacts at nearby sensitive receptors. Construction activities will adhere to local noise by-law regulations. If required, noise by-law exemptions will be obtained from the municipality where the construction activities may occur within the prohibited times.

Commitments to Future Work



- Ø Secure necessary permits and approvals for the implementation of the 407 Transitway including a determination under the *Canadian Environmental Assessment Act*.

- Ø Consult with the public, property owners and stakeholder agencies (including emergency service providers) during the design of the 407 Transitway.

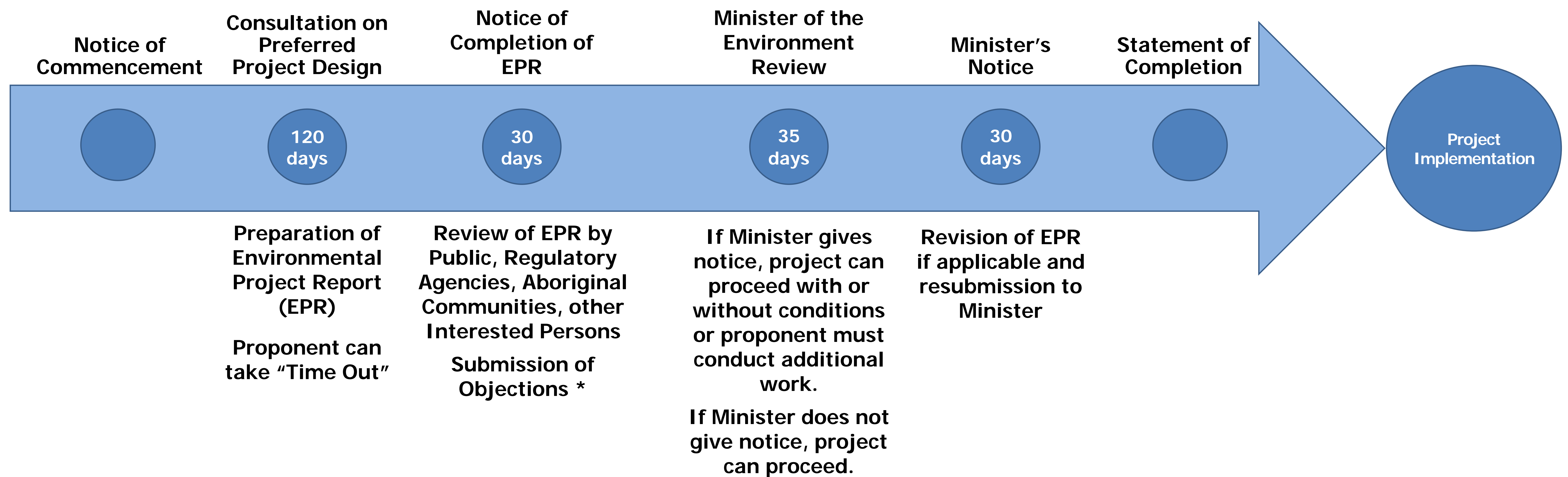


- Ø Conduct further research and analysis to manage construction issues such as:
 - noise;
 - air emissions;
 - traffic, transit and pedestrian management strategies;
 - construction methods; utility and municipal services relocation;
 - emergency response plans; vegetation restoration, edge management and streetscape plans;
 - etc.



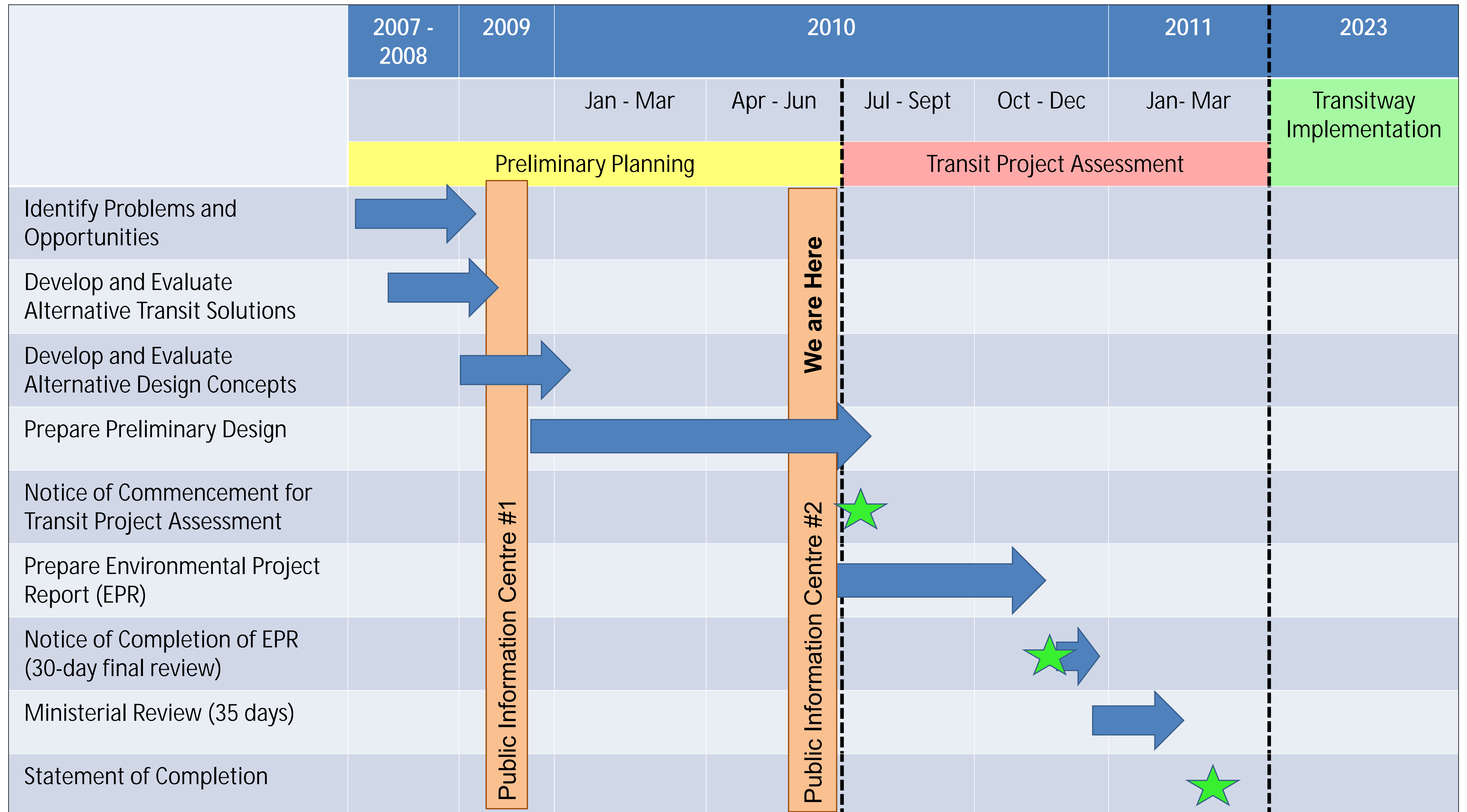
Transit Project Assessment Process

The 407 Transitway study was initiated as a Group “A” project under MTO’s Class Environmental Assessment for Provincial Transportation Facilities (2000). The 407 Transitway was transitioned in 2009 in accordance with the *Transit Projects and Greater Toronto Transportation Authority Undertakings*, Ontario Regulation 231/08 (Transit Projects 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 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.

Study Schedule



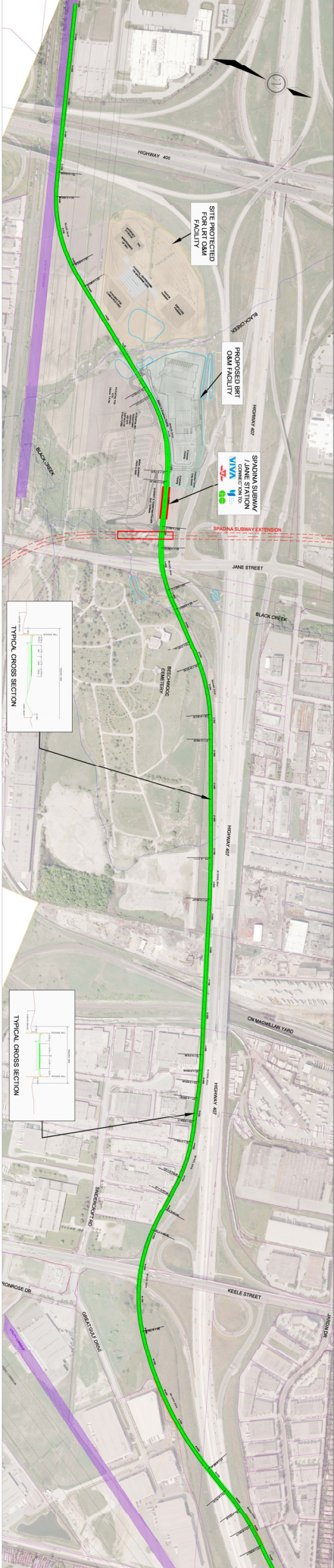
Next Steps

- Ø Input received at this PIC will be reviewed and incorporated into the study, as appropriate.
- Ø The Transit Project Assessment will be initiated shortly with the publication and distribution of the Notice of Commencement.
- Ø 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.
- Ø The Notice of Completion will be published and distributed concurrent 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.
- Ø The Minister has an additional 35 days to review the project before giving notice to proceed, proceed subject to conditions or request additional studies.
- Ø 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.

Freedom of Information and Protection of Privacy Act

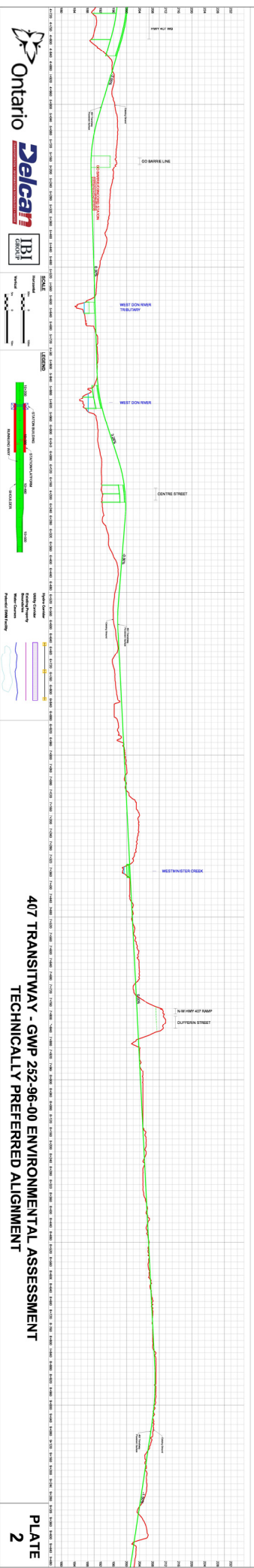
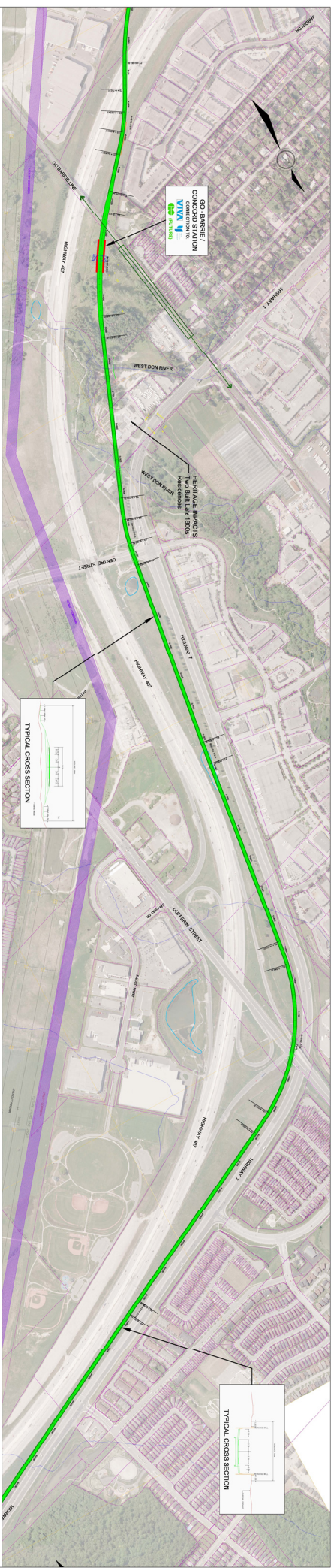


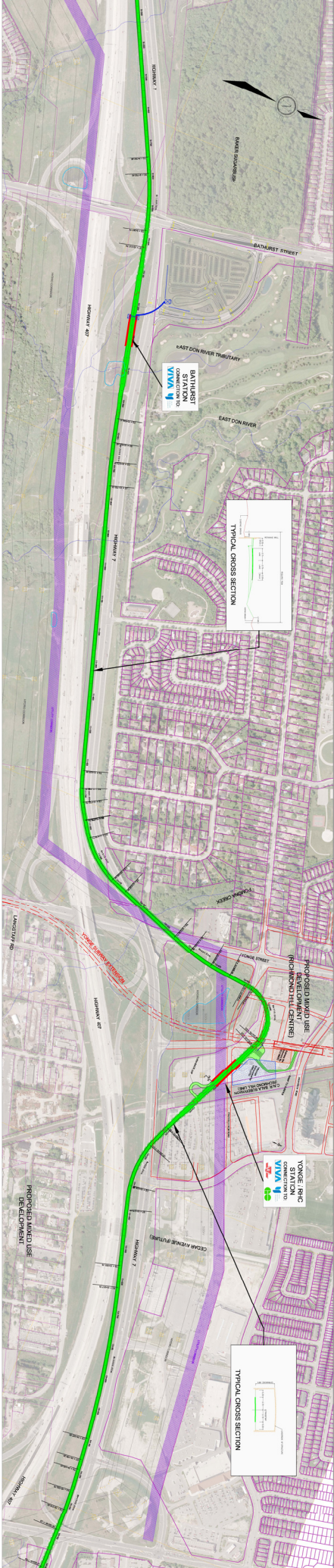
- Ø Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.
- Ø Comments and information regarding this study are being collected to assist the MTO in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained 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.
- Ø You are encouraged to contact the project team if you have questions or concerns regarding this study.

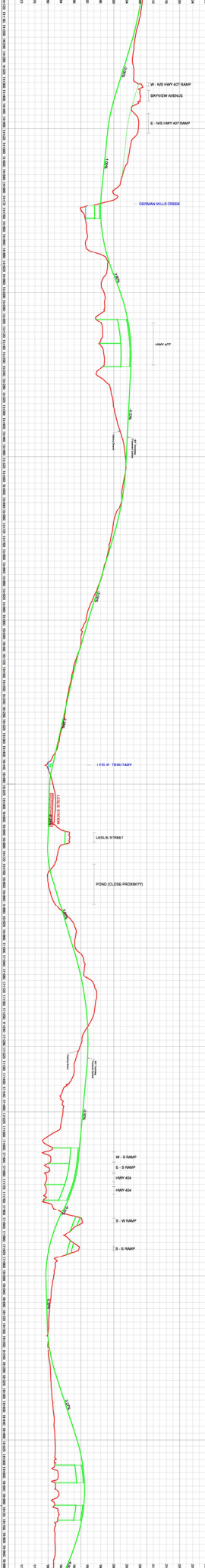
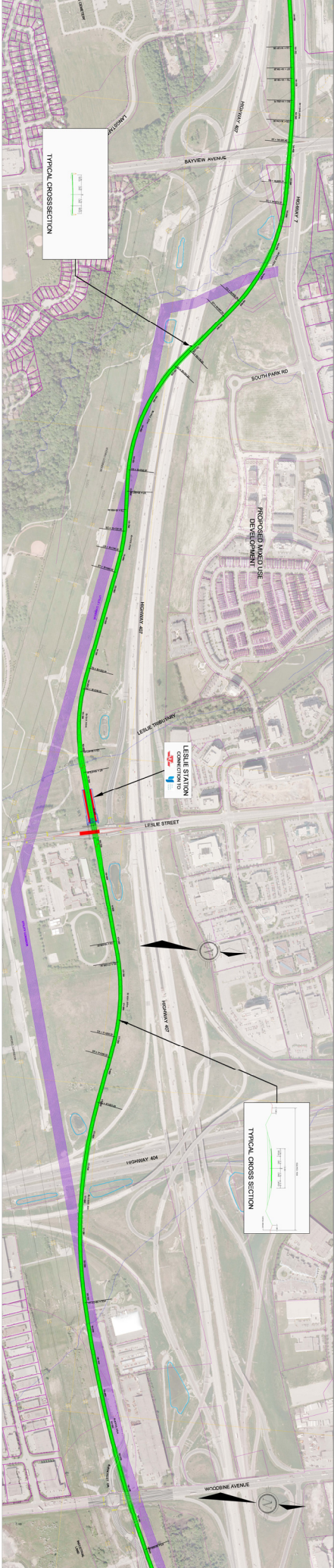


407 TRANSITWAY - GWP 252-96-00 ENVIRONMENTAL ASSESSMENT
TECHNICALLY PREFERRED ALIGNMENT

PLATE
1







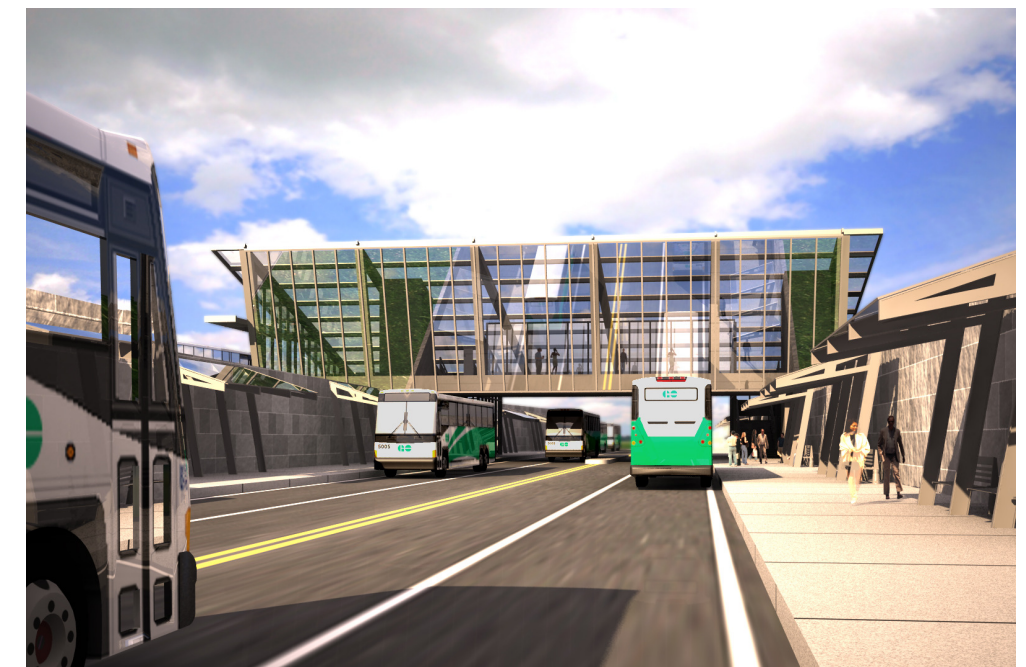
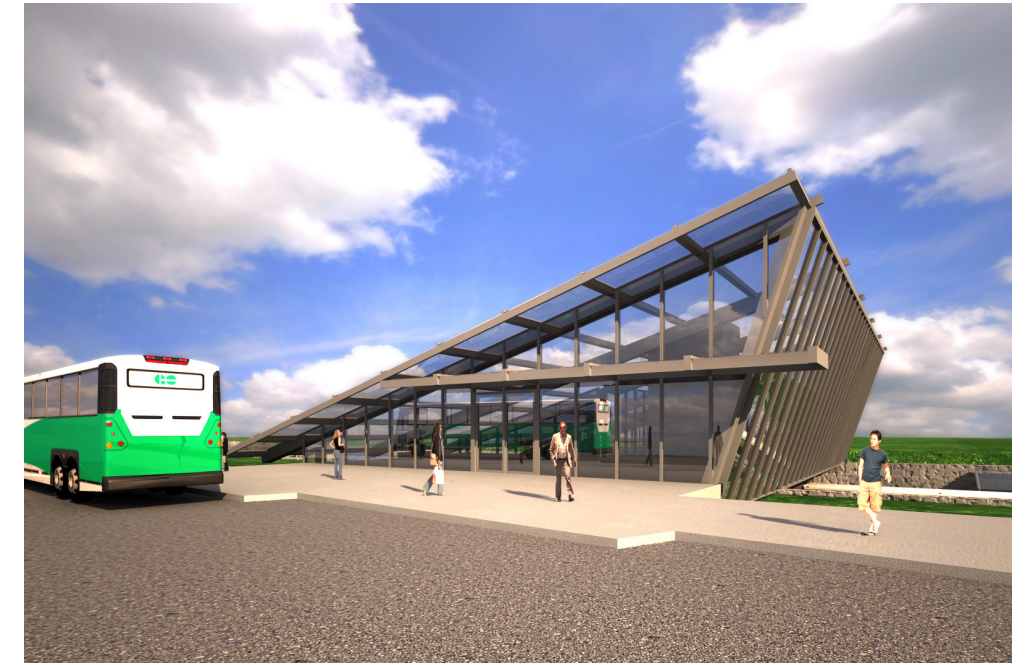
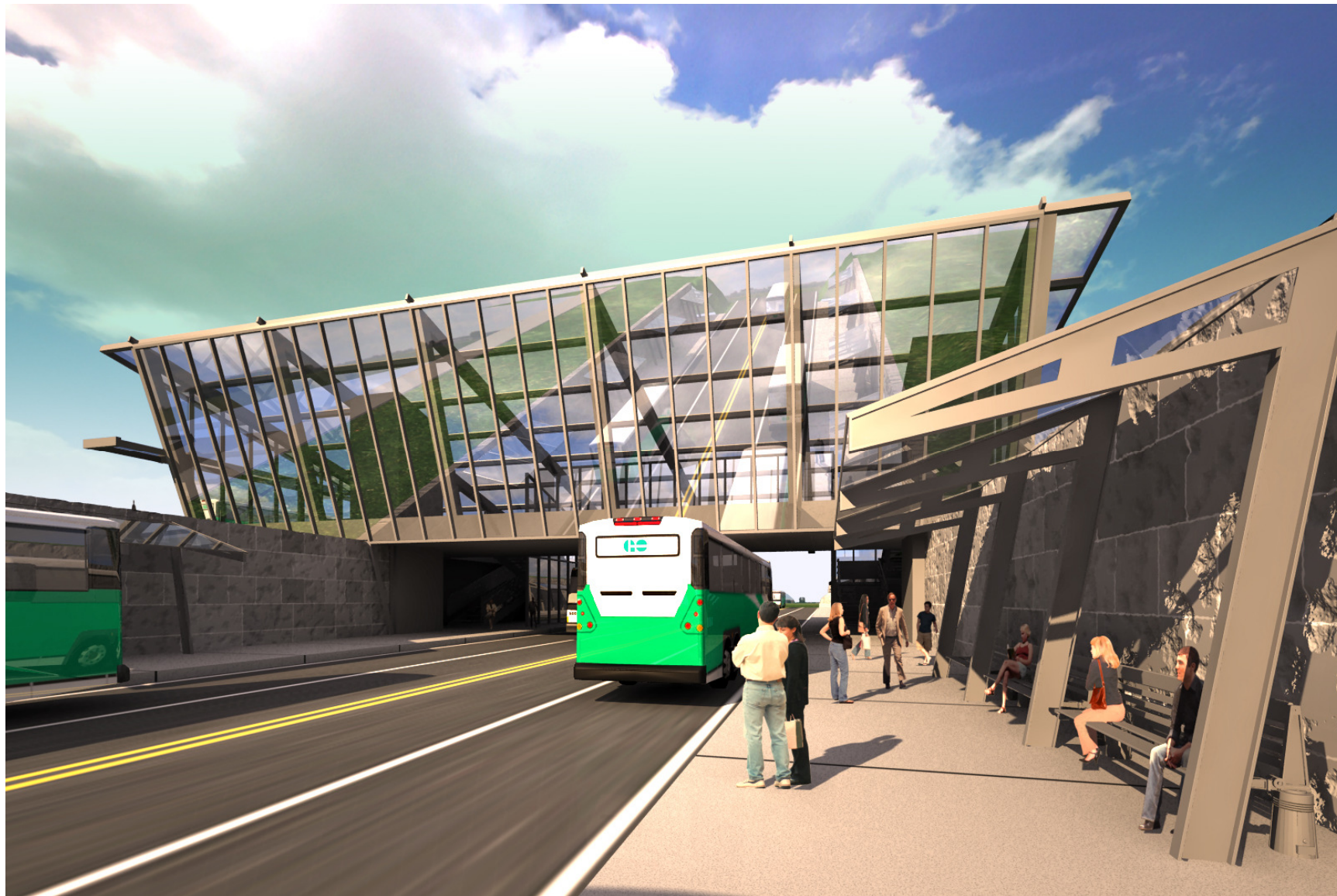
407 TRANSITWAY - GWP 252-96-00 ENVIRONMENTAL ASSESSMENT

TECHNICALLY PREFERRED ALIGNMENT

PLATE

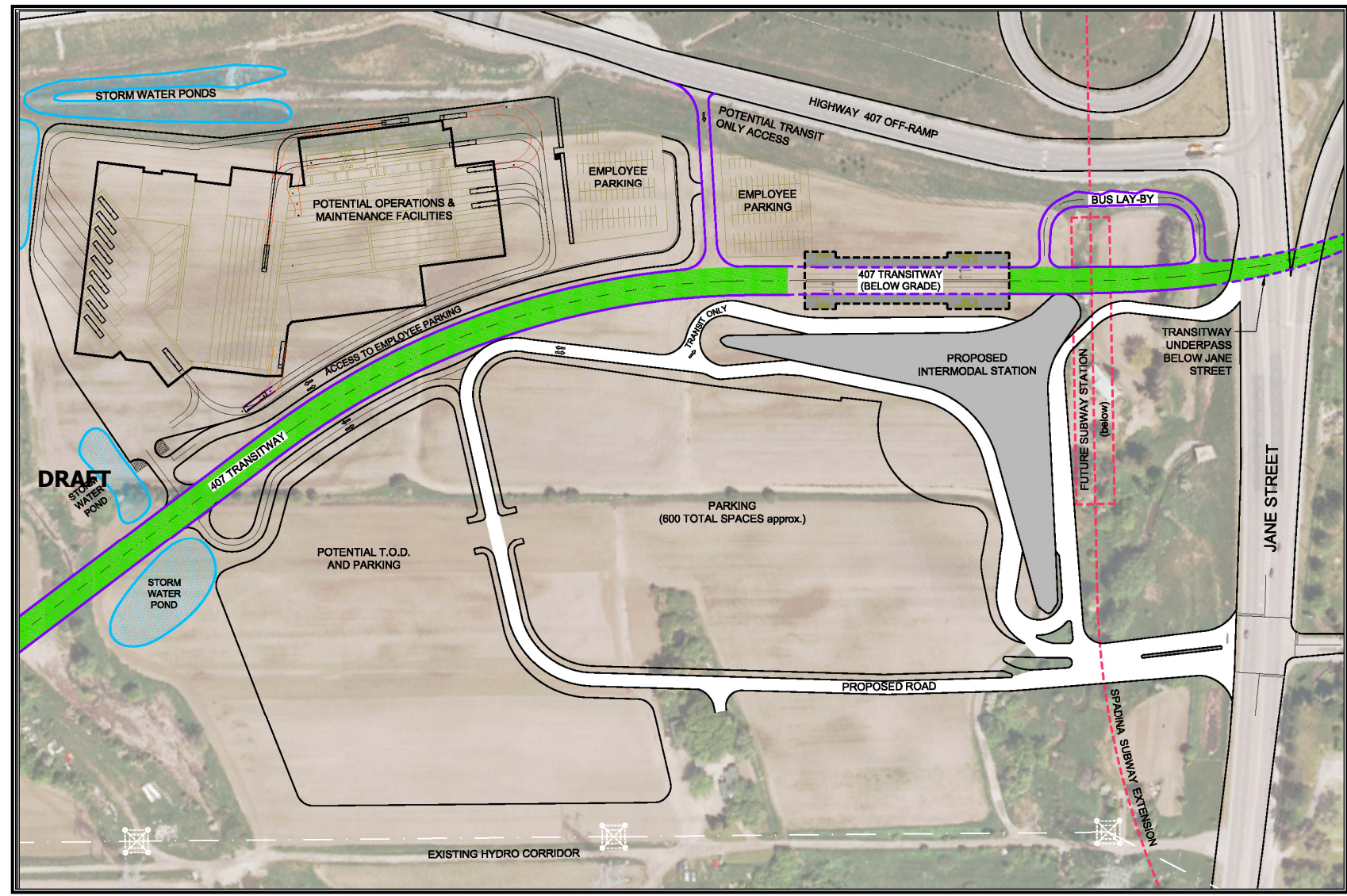
4

Station Design Concept

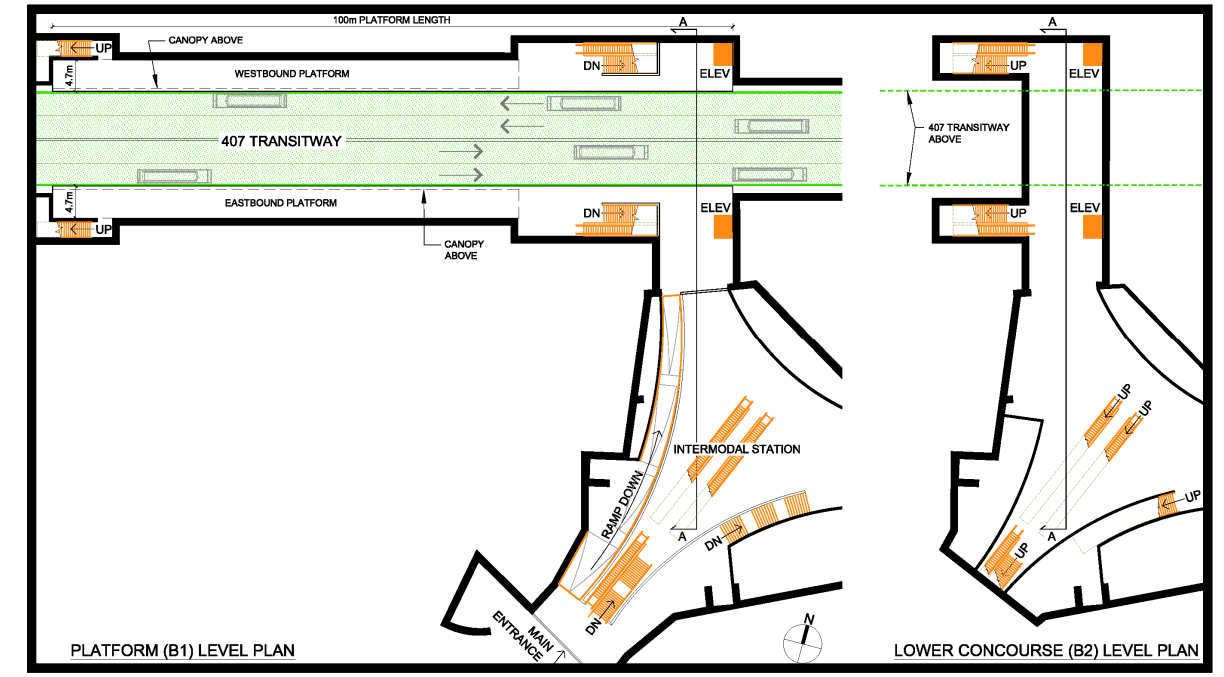


Jane Street Station - Design Concept

SITE PLAN



PEDESTRIAN CONNECTION TO PLATFORM

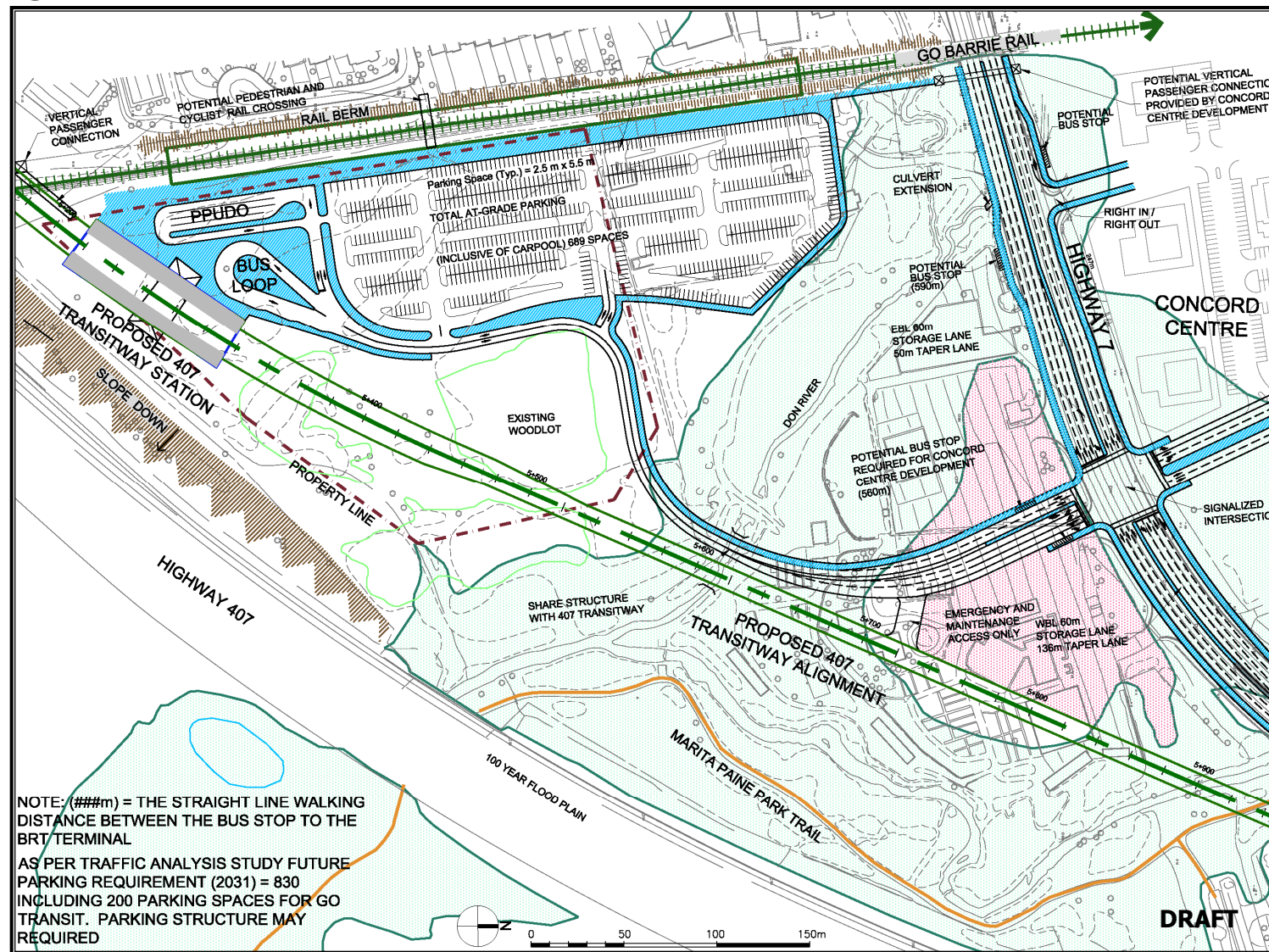


CROSS-SECTION A-A

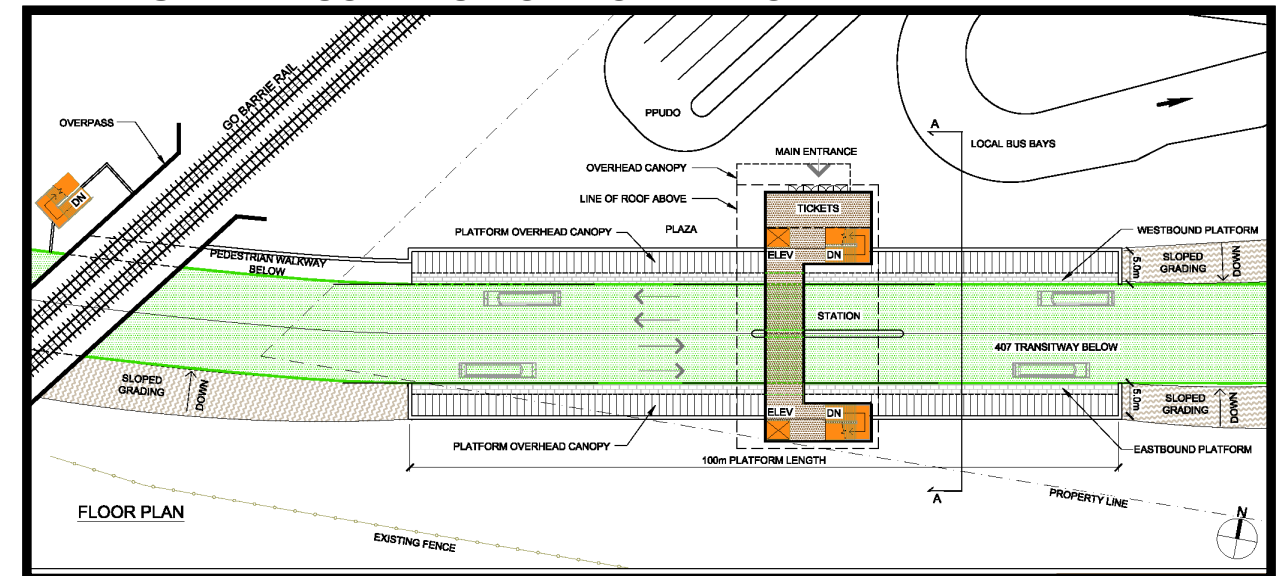


GO Barrie Station – Design Concept

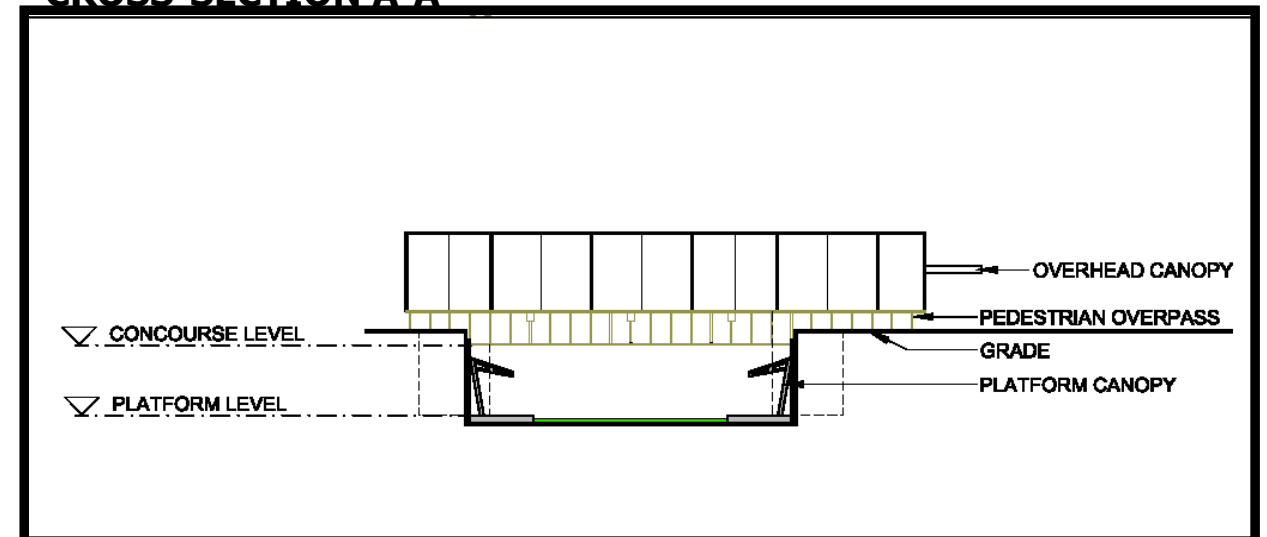
SITE PLAN



PEDESTRIAN CONNECTION TO PLATFORM

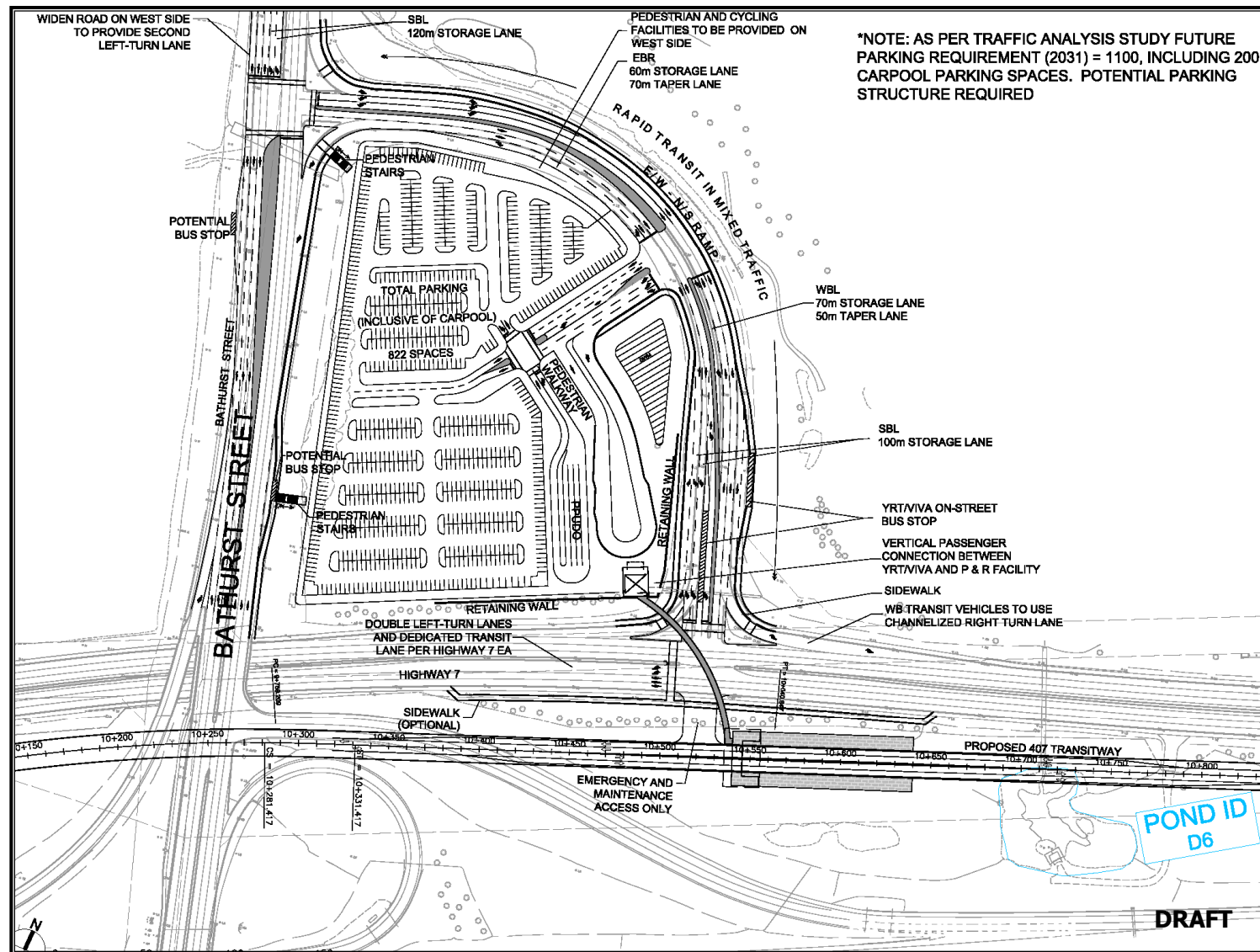


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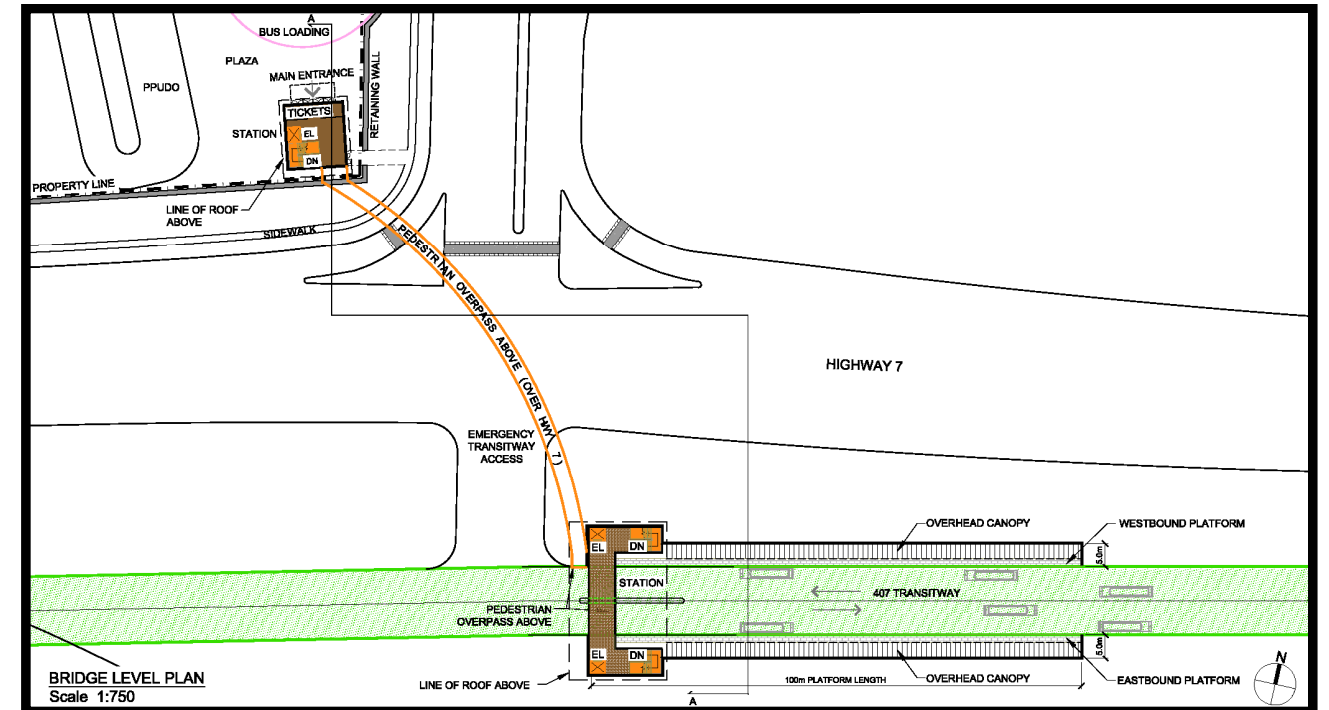


Bathurst Station – Design Concept

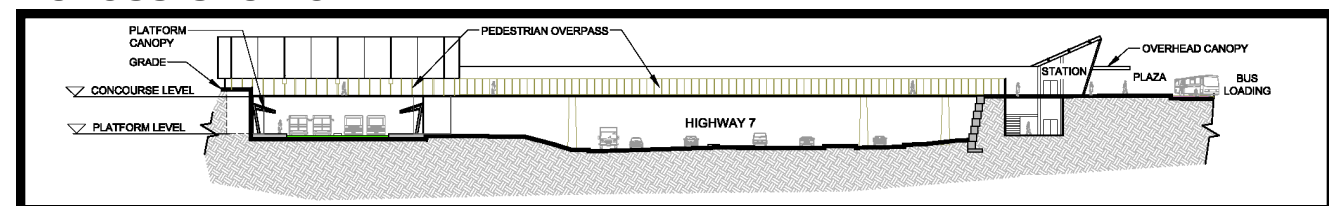
SITE PLAN



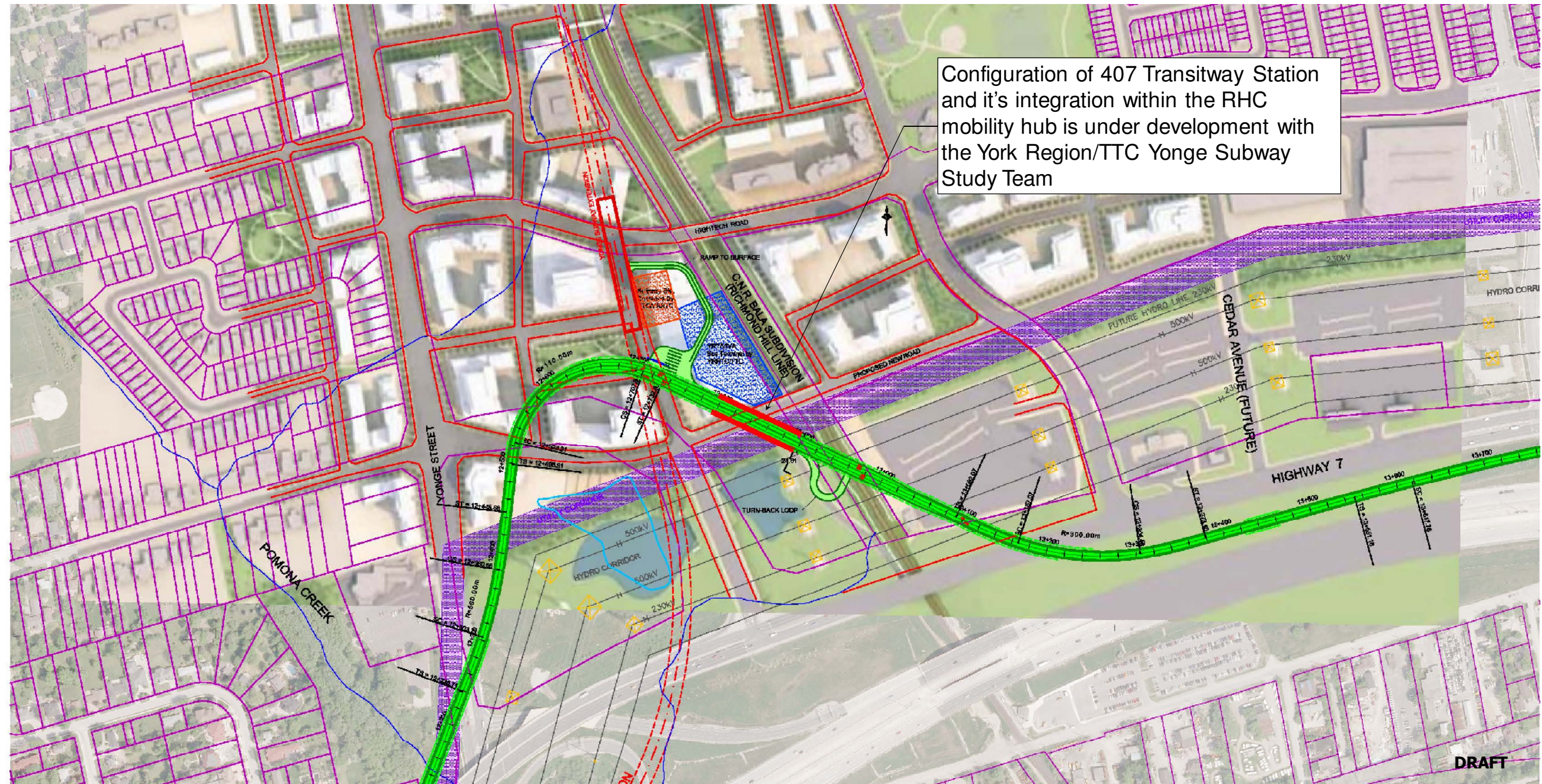
PEDESTRIAN CONNECTION TO PLATFORM



CROSS-SECTION A-A

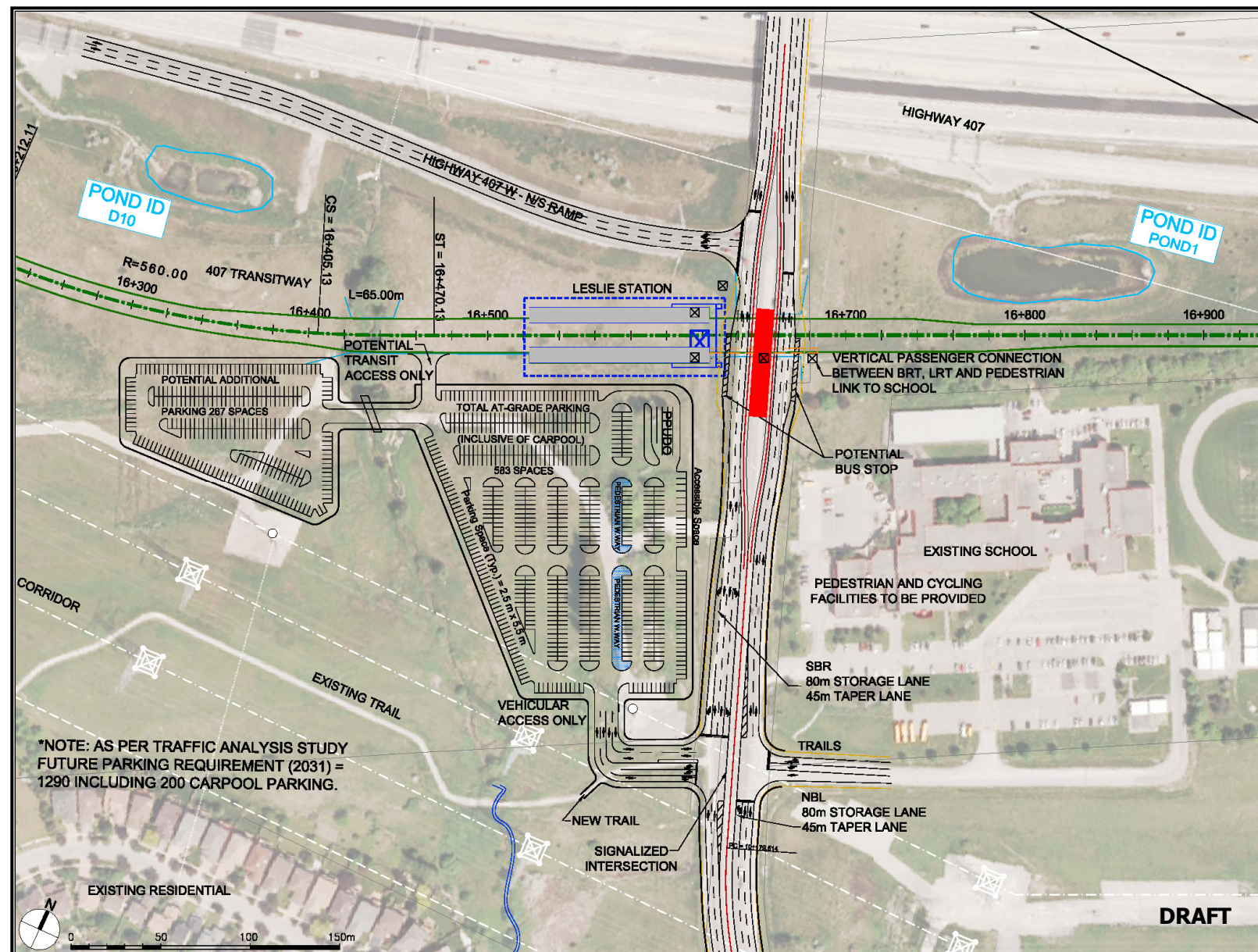


Yonge Street Station (Richmond Hill Centre) – Design Concept

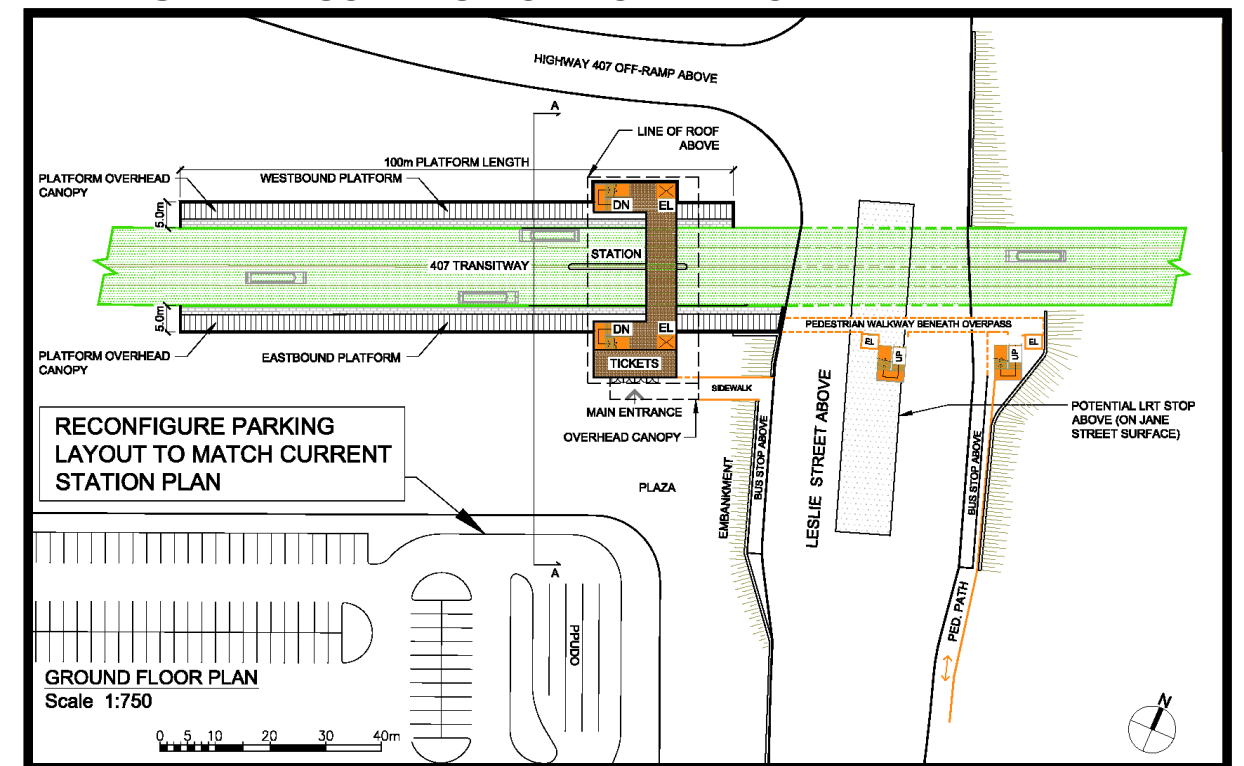


Leslie Street Station – Design Concept

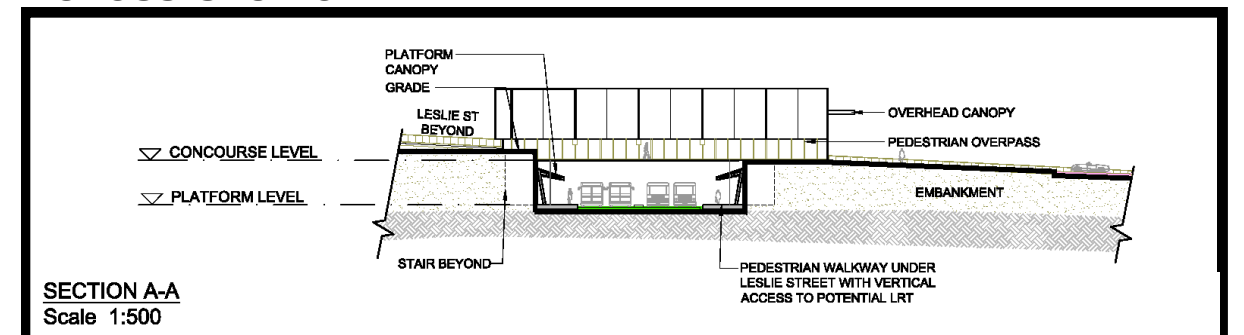
SITE PLAN



PEDESTRIAN CONNECTION TO PLATFORM

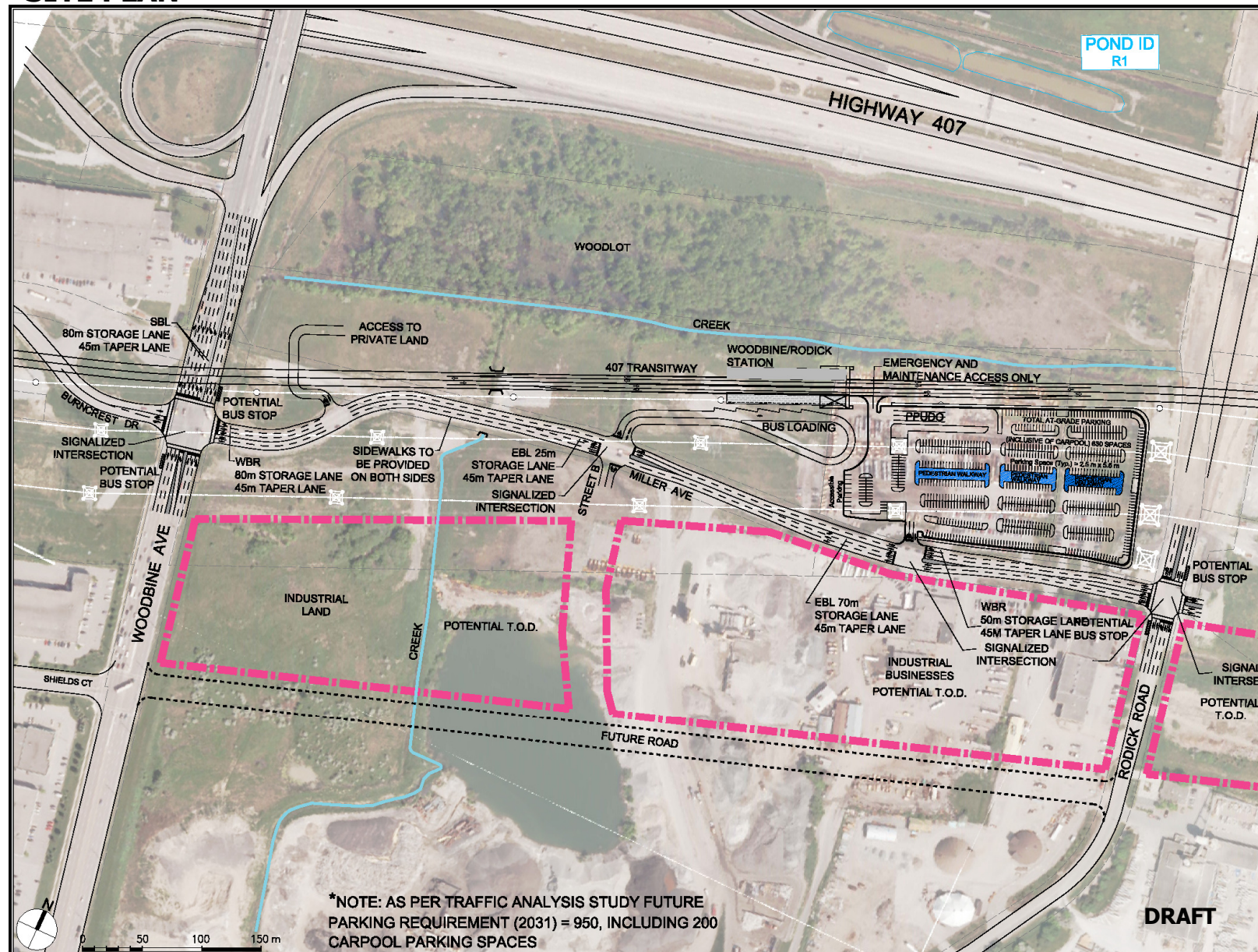


CROSS-SECTION A-A

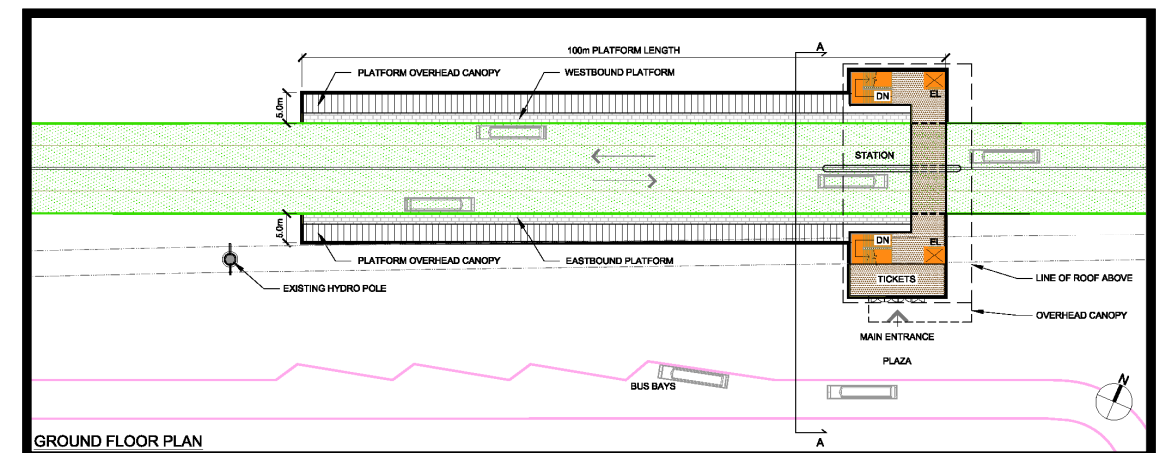


Woodbine/Rodick Station – Design Concept

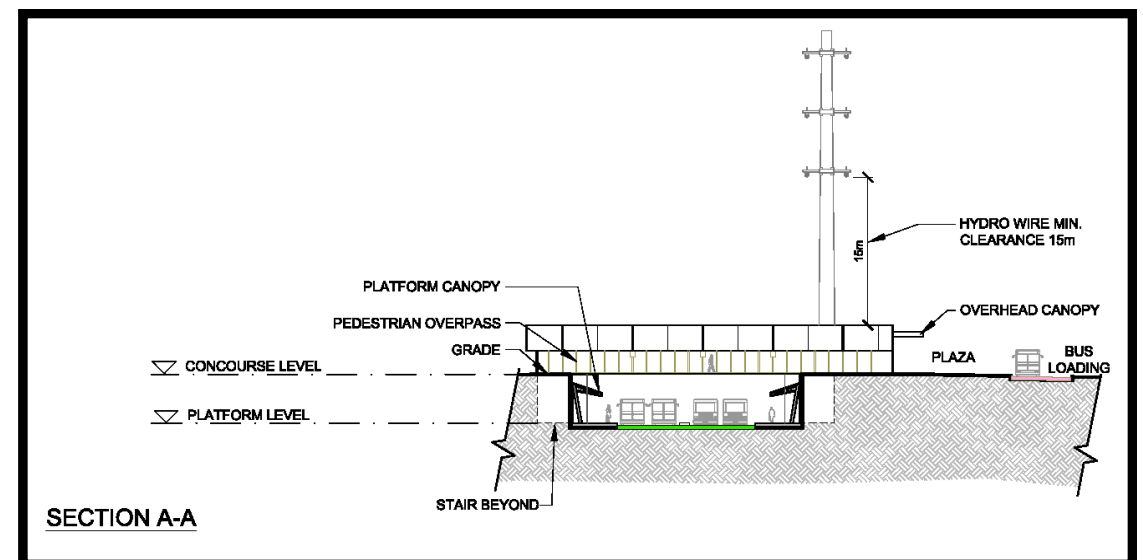
SITE PLAN



PEDESTRIAN CONNECTION TO PLATFORM

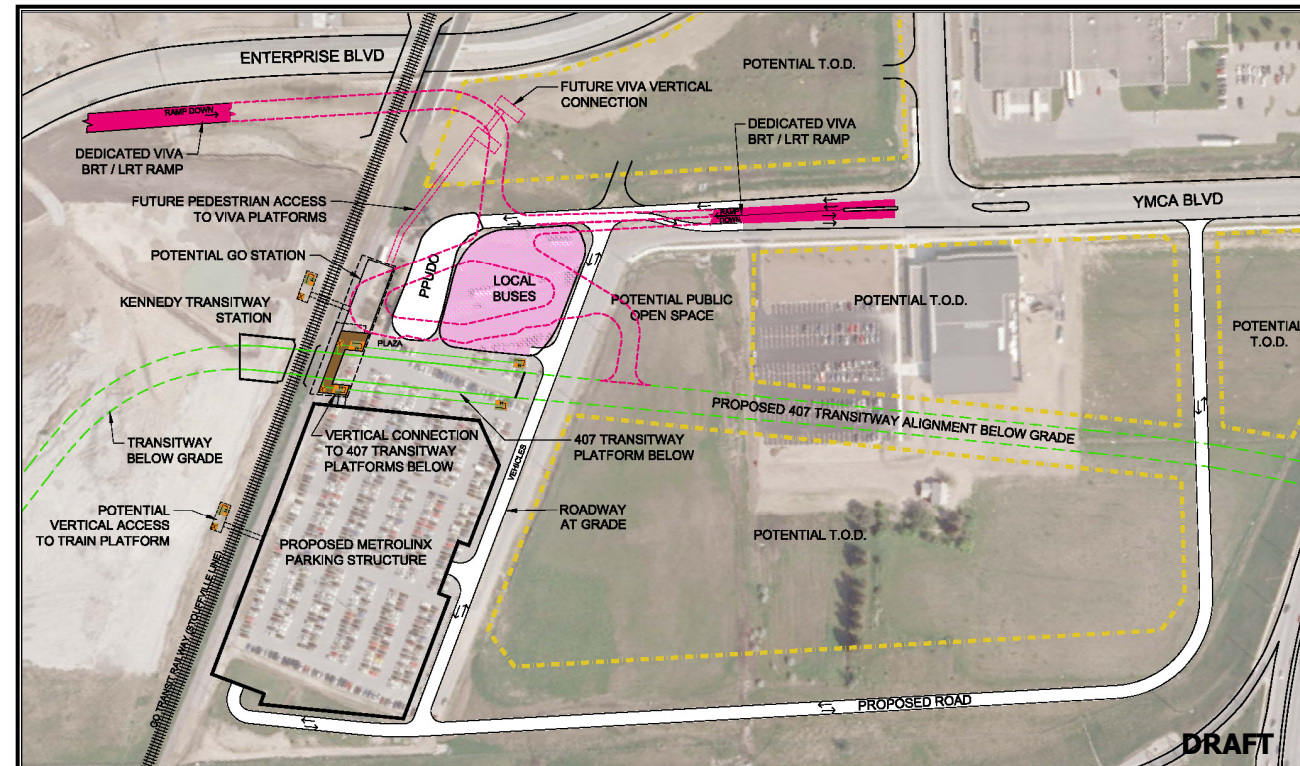


CROSS-SECTION A-A

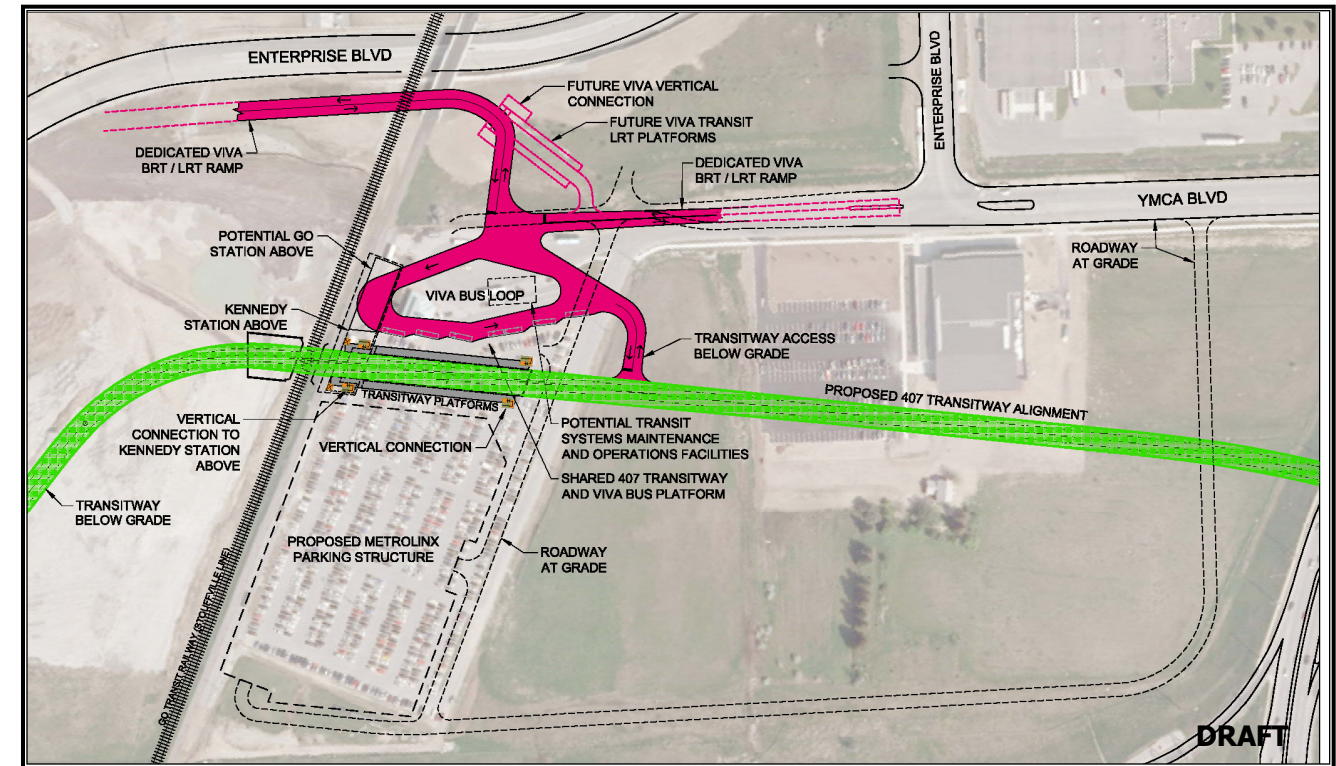


Kennedy Station (Markham Centre) – Design Concept

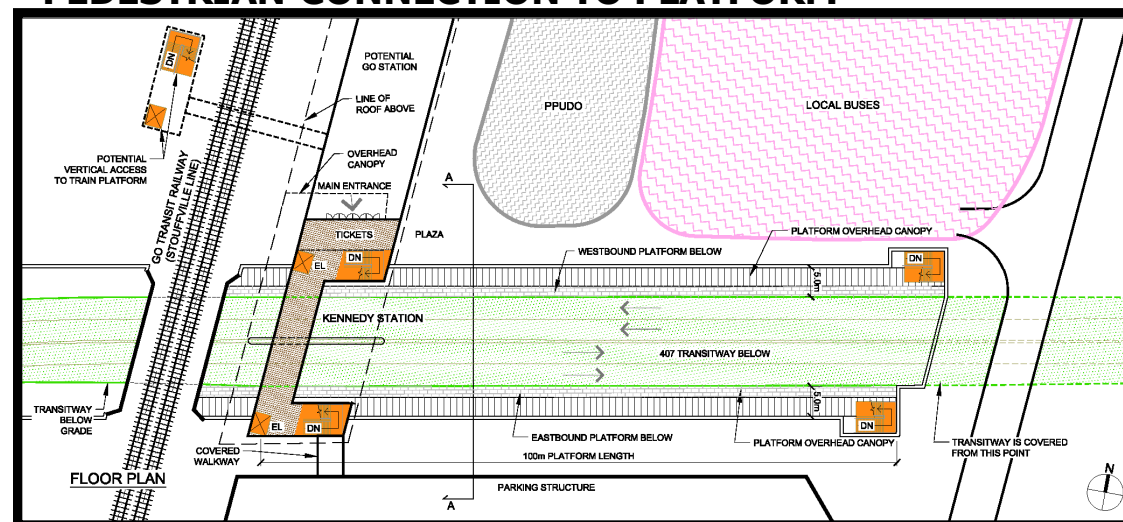
SITE PLAN – AT GRADE



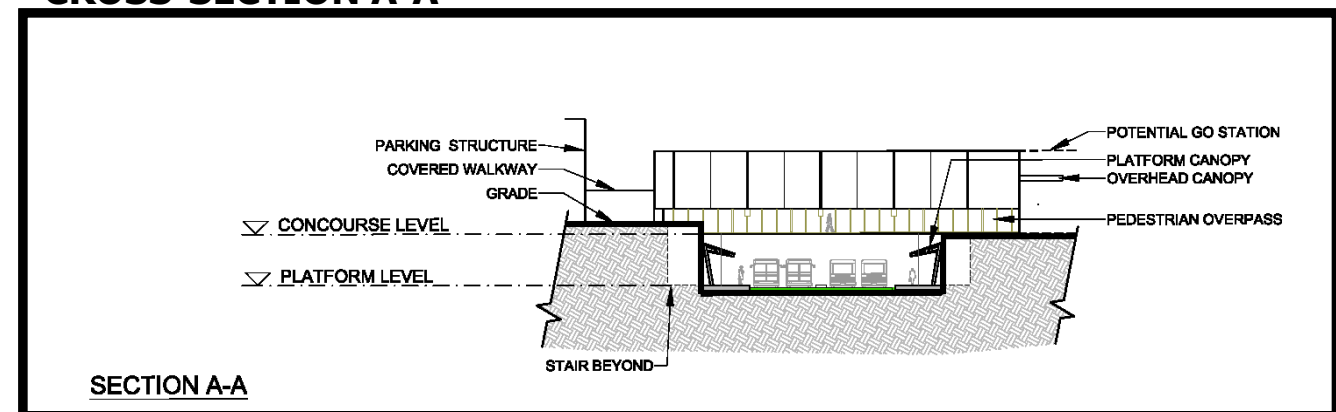
SITE PLAN – BELOW GRADE



PEDESTRIAN CONNECTION TO PLATFORM



CROSS-SECTION A-A



PUBLIC COMMENTS

PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

①

yes

Do you consider the 407 Transitway a priority transit infrastructure project?

It should be

What is your current mode of transportation and would you switch if the 407 Transitway were built?

car
would change if the subway is extended to Hwy 7 &
Transitway is built.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other) *work*
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)? *Subway*
- Where would you get on and off?

<i>York Mills</i>
<i>Hwy 7 & Leslie</i>

Please provide any other general comments.

<i>please provide me with a pdf file for the</i>
<i>transitway between Bayview Ave & Leslie</i>

E-Mail:

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9

PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

2

Definitely, the service to the public will be huge.

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

Presently: car everywhere.
If I could reach places comfortably I would definitely switch to public transport.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other) *all*
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

I leave at Leslie and Greenlane Markham.
Need access to downtown, Warden & Hwy 7, Bayview & Hwy 7,
and in general, better public transport.
(Like downtown Toronto, but without the inconveniences there)

Please provide any other general comments.

I would appreciate receiving a copy of the display panels,
and/or web site when I could read about the development.
Thank you.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

3

Yes, but it takes too long

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes, definitely a priority

What is your current mode of transportation and would you switch if the 407 Transitway were built?

car, yes.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

RH C

Please provide any other general comments.

eliminate transit system and cross area for

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?



- No - b/c 407 not fully utilized currently

Do you consider the 407 Transitway a priority transit infrastructure project?

No - 407 provides easy transport east to west

What is your current mode of transportation and would you switch if the 407 Transitway were built?

- Car

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

- Currently traffic on Leslie street near 407
very heavy - would not like to see more traffic
- Also noise level along 407 very loud as is - noise
a problem along 407

Please mail comments to:

Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

5

IT MAY

Do you consider the 407 Transitway a priority transit infrastructure project?

NO

What is your current mode of transportation and would you switch if the 407 Transitway were built?

CAR - NO

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

MUST BE AFFORDABLE TO USERS

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
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Markham, Ontario L3R 9R9

PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

6

Yes, but I think it has the same fundamental problem with the VIVA BUS on Hwy 7 - there is no point-to-point convenient connection. I can see the transitway can move people fast from east to west (or west to east), but what about after getting off from the Transitway?? I would like to see more innovative way of fixing

Do you consider the 407 Transitway a priority transit infrastructure project?

this problem:
like running
frequent
mini-bus (14-seat)
service 'deeper'
into the
residential
area!

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

Would like to see a bike lane built along side of the transitway to tap even more benefits from the project.

Please mail comments to:

Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
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Markham, Ontario L3R 9R9

I am happy to talk



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

7

Yes, however, a North-South solution (parallel to Hwy 404/OVP) is also important given traffic constraints along that corridor. How can an all-encompassing solution evolve at a cost-effective price to taxpayers?

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes, but also see above.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

Primary mode is car. Yes, I currently use the 407 ETR at times in place of Hwy 401. However, the taxpayer needs a cost-beneficial solution - to what extent are they willing to trade off lower congestion compared to cost-per-use of transit?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other) → All
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)? → Likely, primarily car, although possibly VIVA if there is a good connection.
- Where would you get on and off? → Likely Kennedy

Please provide any other general comments.

Suggest a more "active" form of learning to supplement display panels (personnel for hand are helpful), e.g. computer-activated exhibits.

Please mail comments to:

Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

8

YES.

Do you consider the 407 Transitway a priority transit infrastructure project?

YES

What is your current mode of transportation and would you switch if the 407 Transitway were built?

Mostly Auto; would use it more if it extends westward to airport area.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

GET ON AT BATHURST AND OFF AT Woodbine

Please provide any other general comments.

Is completion of Project dependent on future funding?
GREAT Project!

Please mail comments to:
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Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

9

Some what.
You have to get people out of their cars.
Cost of fares must be reasonable.

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes but after improved N/S movement
via Subway and/or train.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

Not likely - most of our travel is local
or N/S into Toronto.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

- likely too old to see it completed
and in operation.

Please provide any other general comments.

- A lot of work has gone into it
- like the proposed routings of the
transitway

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9

- Concerned about traffic safety if operated
as a bus route due to winter weather
snow/ice etc.

- Access for emergency vehicles

- Should have more parking at the
various sites

- Should have "fare integration" between
bus / subway / GO train / U/M/A
etc.



Bob Jenkins



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

10

YES!

Do you consider the 407 Transitway a priority transit infrastructure project?

YES!

What is your current mode of transportation and would you switch if the 407 Transitway were built?

PART TIME

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

YOUNGER LUSUE

Please provide any other general comments.

A WEBSITE WOULD BE A WONDERFUL IDEA!

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

11

Yes, any plan to support public transit is important.

Do you consider the 407 Transitway a priority transit infrastructure project?

if implemented soon that it will be valuable.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

I use my car as main mode of transportation.
In order to break this pattern it will have to be: (1) reliable (2) predictable
(3) affordable (4) easy convenient.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

I see this mostly as a solution to fight work commute.
I will use my car to access the 407 Transitway.
Brithers/ - close to where I live.
Airport - close to where I work

Please provide any other general comments.

Please mail comments to:
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Consultant Project Manager
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PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

12

Yes, will provide a high speed East West link across the top of GTA, linking transportation hubs and community centres

Do you consider the 407 Transitway a priority transit infrastructure project?

Medium priority, other transit links (North-South) need to be built first. (a) Yonge & Spadina Subway extension

What is your current mode of transportation and would you switch if the 407 Transitway were built?

~~Not part of my current~~
Present mode is car. Could be a short part of my trip in future, but not station location is not convenient.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Work - Yonge to Leslie

Please provide any other general comments.

- you should have a Web site to review information

Please mail comments to:

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Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

(13)

- Yes, it will definitely reduce traffic on Hwy 7

Do you consider the 407 Transitway a priority transit infrastructure project?

- Yes it's fantastic.
- Hopefully it won't take too long.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

My current mode is driving. I may switch to 407 Transitway only if local shuttle bus is provided as I live in btw. the Redick & Kennedy Stations. Will shuttle bus be considered?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

- Work
- Drop off or shuttle bus if available (Hwy 7/Warden)
- Redick Station
- Since I live close, but pretty far to walk, I'd prefer some type of local shuttle service

Please provide any other general comments.

- Project website is highly recommended.
- What would be the fare? for long distance & short?
- Also, how soon can it really operate? When does the LRT service comes in? i.e. one stop

Please mail comments to:
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Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



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407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

14

ONLY IF DENSITY INCREASES ALONG THE ROUTE

Do you consider the 407 Transitway a priority transit infrastructure project?

NO. MORE OF A SECONDARY PRIORITY TO VIVA HIGHWAY 7 BRT

What is your current mode of transportation and would you switch if the 407 Transitway were built?

NOT IN MY AREA

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

N/A

Please provide any other general comments.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
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Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

15

ABSOLUTELY. Fast, efficient public transit running East/West is vital to the efficacy of transit as a whole.

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes. The suburban areas of the GTA must have an alternative to automobile transportation.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

95% automobile. I only use public transit to access downtown Toronto.
~~407 Transitway would also easier access to that~~

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

• Recreation / Work
• Other transit services – (will there be one fare or many?)
• Vaughan / 404 area (on/off)

Please provide any other general comments.

The usefulness of this project depends on its integration with other forms of transit. Happy to see the Yonge St/Langstaff Connection.

Please mail comments to:

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407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

16

Do you consider the 407 Transitway a priority transit infrastructure project?

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.



Note East Don River - Pomona Park
on your maps.

Show woodlots on both sides of
Bayview / 407 / Hydro
corridor Do not touch.

Please mail comments to:
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407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

17

- IMPROVED MOBILITY DEFINITELY NOT SURE ABOUT TRAFFIC CONGESTION

Do you consider the 407 Transitway a priority transit infrastructure project?

YES, AN INTEGRAL PART OF TRANSIT PROGRAM

1. VIVA IMPROVEMENTS; 2. SUBWAY 3. GO TRAIN ALL DAY 4. 407 TRANSITWAY

What is your current mode of transportation and would you switch if the 407 Transitway were built?

- BY CAR; NEED TO DROP OFF SON + THEN GO TO WORK 5 KM

- WILL USE IF JOB LOCATION CHANGES; LOOK FORWARD TO OPPORTUNITIES

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

- WORK ON OCCASION, RECREATION

- LIVE NEAR RUTLAND AVE CORNER

Please provide any other general comments.

- EXCELLENT IDEA WHOSE TIME HAS COME, ESPECIALLY WHEN THE
ENTIRE LINE IS COMPLETED + BUSINESS COME

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

18

Yes I do believe so, it will have a great impact on the environment too as well as stimulating the economy in that corridor by hiring from the area.

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes, I think it is needed now and that is why I asked about the LRT in the corridors above. This project to be added now which I was happy to hear from persons from the region that it was just approved today 3 hrs ago.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

It's my car since there is no fast linkable transit.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other) ✓
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)? ✓
- Where would you get on and off? Leslie & 16th

Please provide any other general comments.

It would be more effective to have a multi layer map, one for each project showing time span, who is in charge, date of start and date of finishing, in charge Metrolink, go, MTO etc.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

19

We definitely need something - East/West other than 407

Do you consider the 407 Transitway a priority transit infrastructure project?

I do not understand what other projects it competes with - so I cannot say

What is your current mode of transportation and would you switch if the 407 Transitway were built?

I use a car. I would use the transit way if (1) it went near where I wanted to go (2) I could get to it easily & to my final destination (3) It ran frequently (4) It was not prohibitively costly
--

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

I don't travel where this Transitway goes on a regular basis. But I could see myself using it to Yonge street to go downtown

Please provide any other general comments.

Please mail comments to:

Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

20

YES - ~~Alleviate~~ car travel - ~~↓~~ emissions.
- ~~↓~~ demand for highway construction (more destructive of transit line).

Do you consider the 407 Transitway a priority transit infrastructure project?

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

- Contain development to 407 corridor
- Minimize environmental impact (~~↓~~ # cars, run off toxins, road kill etc)
- protect wetland habitat & species

Please mail comments to:

Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion? 21

Do you consider the 407 Transitway a priority transit infrastructure project?

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

INITIALS: THE THREE TRANSIT HUBS, VAUGHAN CENTRE,
RICHMOND HILL CENTRE & MARKHAM CENTRE IS AN INCREDIBLE
IDEA - HOW CAN YOU MISS.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

22

IF USED ONE OF 407 LANES.

Do you consider the 407 Transitway a priority transit infrastructure project?

NO IF DISTURBS THE NATURAL LANDSCAPES.
IT SHOULD BE ON THE 407.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

CAR, Subway, bus, bicycle & NO

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

Subway & bus & bicycle

Please provide any other general comments.

Disappointed by the use of the green areas
that are NATURAL BUFFERS and observe
water.
I did not see any thought about
NO

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9

bicycle routes and beauty and
safety for pedestrians.



Ontario

* Why not use middle
way of 407?



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

23

Do you consider the 407 Transitway a priority transit infrastructure project?

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

Don't spend the money on BRT
LRT will never get done
Do LRT - it will save money
in the long run.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion? 24

Do you consider the 407 Transitway a priority transit infrastructure project?

What is your current mode of transportation and would you switch if the 407 Transitway were built?

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

Please provide any other general comments.

- needs a website w/ downloadable info

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

(25)

YES PROVIDED PUBLIC IS PROPERLY EDUCATED
ABOUT THE REAL TIME SAVINGS VS CAR
OPTIONED TRAVEL FOR SIMILAR TRIPS.

Do you consider the 407 Transitway a priority transit infrastructure project?

YES - BUT SECOND ONLY TO THE YONGE
SUBWAY EXTENSION.

What is your current mode of transportation and would you switch if the 407 Transitway were built?

MODE IS CAR! YES I'D SWITCH PROVIDED
RUNTIMES TO A CONNECTING SUBWAY STOP
AT YONGE + 407 MAKES SENSE.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)?
- Where would you get on and off?

1) I'D USE IT FOR ALL NEEDS
2) I'D REACH IT VIA CAR
3) KENNEDY RD STATION

Please provide any other general comments.

THE PROPOSED TIMEFRAME TO DEVELOP THIS
INFRASTRUCTURE IS FAR TOO LONG. IT IS
NEEDED NOW! NOT IN 2032!

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

26

Yes, because there is no rapid transit along the 407 between these areas.

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes. There is good North and South transport but not much East-West rapid transit

What is your current mode of transportation and would you switch if the 407 Transitway were built?

Car. I would switch if it was convenient to go to get from Point A to Point B.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other)
- How would you reach the 407 Transitway Stations (car, carpool, other transit service – GO Train/Bus subway, bus)?
- Where would you get on and off?

• Work, Recreation
• YRT BUS, Subway
• Bathurst or Barrie GO as well as Vaughan Corporate Centre

Please provide any other general comments.

A connection between Bramalea City Centre to the rest of the York would be important to connect with Accelerine in Brampton

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



PUBLIC INFORMATION CENTRE #1 COMMENT SHEET

407 TRANSITWAY

Highway 400 to Kennedy Road

GWP 252-96-00

Do you think implementation of the 407 Transitway will be an important investment to facilitate east-west mobility and reduce traffic congestion?

27

Yes

Do you consider the 407 Transitway a priority transit infrastructure project?

Yes

What is your current mode of transportation and would you switch if the 407 Transitway were built?

GO Train or VIVA/subway to downtown

Yes, I'd take it from Leslie to Yonge to go to work.
And maybe on weekends too.

If you become a Transitway user:

- For what purpose would you use it? (work, school, recreation, other) ☒ work, ☒ school, ☒ recreation, ☐ other
- How would you reach the 407 Transitway Stations (car, carpool, other transit service - GO Train/Bus subway, bus)? ☒ car, ☒ carpool, ☒ other transit service - GO Train/Bus subway, bus? ☒ walk?
- Where would you get on and off?

Get on at Leslie
Get off at Yonge AM

Please provide any other general comments.

Yay! :) good luck

Hope there is fare integration based on zones with
TTC, GO, VIVA.

Please mail comments to:
Mr. Khaled El-Dalati, P. Eng
Consultant Project Manager
Delcan Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9



Sowel Kang

From: Sowel Kang [skang@lgl.com]
Sent: Friday, June 12, 2009 1:36 PM
To: [REDACTED]
Cc: 'gkauffman@lgl.com'; 'Khaled El Dalati'
Subject: RE: 407 Transitway

28

[REDACTED]

The suggested contact person to direct your concerns at the Town of Richmond Hill is Marcel Lanteigne at 905-771-8830 extension 2456.

Regards,

Sowel Kang, M.E.S.
Environmental Planner

LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: (905) 833-1244
Fax: (905) 833-1255
email: skang@lgl.com

From: [REDACTED]
Sent: Thursday, June 11, 2009 10:58 AM
To: skang@lgl.com
Cc: [REDACTED]
Subject: RE: 407 Transitway

Good morning,

I was wondering if there is a contact person and a phone number/email address to direct my concerns and/or questions at the Town of Richmond Hill regarding land-use master plan for the area.

Please email the information as soon as possible. Thank you again.

Regards,

From: skang@lgl.com
To: [REDACTED]
CC: gkauffman@lgl.com; robb.minnes@ontario.ca; George.Ivanoff@ontario.ca; k.eldalati@delcan.com
Subject: 407 Transitway
Date: Mon, 8 Jun 2009 15:11:41 -0400

Good afternoon [REDACTED]

Thank you very much for the comment you sent to Grant Kauffman. On his behalf, I have attached an image file. The attached image illustrates the 407 Transitway alternative alignments through the Richmond Hill Centre Station and the location of Eleanor Circle. Disregarding which alternative is selected, the 407 Transitway facility will be underground in the area between High Tech Road and the Yonge Street-Highway 7 ramp not affecting the visual environment from Eleanor Circle. Since your main concerns seems to be related to land-use changes in your area; we recommend you approach the Town of Richmond Hill who is currently undertaking land-use masterplan studies for the whole Town and specifically for the future Richmond Hill Centre.

If you have specific concerns pertaining the 407 Transitway, please feel free to contact us.

Regards,

Sowel Kang, M.E.S.
Environmental Planner

LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: (905) 833-1244
Fax: (905) 833-1255
email: skang@lgl.com

From: [REDACTED]
Sent: May-28-09 12:38 PM
To: akauffman@lgl.com
Cc: [REDACTED]
Subject: My Thoughts!!!

To Whom It May Concern,

Good afternoon Mr. Kauffman, I am writing to you to share my thoughts regarding the proposed plan (PIC).

[REDACTED] Eleanor Circle. I love the area and moved here as a result. I am quite **disturbed** and **unset** about the thought of destroying what is a beautiful and well established residential area. I love [REDACTED] community. **DO NOT FIX WHAT IS NOT BROKEN!**

[REDACTED] **And I do not support any changes that are proposed for this area (Eleanor Circle) at all, not now or ever!!!!!!!!!!!!!!** It is not fair and especially upsetting to think that these plans are even a possibility. Richmond Hill is **not** downtown Toronto and we should not try to make it such. It is great as is!! If transportation is an issue than add more busses on route to different destinations. I do commute every morning via the YRT to downtown T.O. and there are no problems. If space is an issue I would suggest Langstaff area east side, Bayview east or on the east side of Yonge St.

I have viewed the websites and also the future vision of the plans and **I AGAIN DO NOT AGREE NOR SUPPORT THE CHANGES AT ALL!** As you may sense, I am not happy. I am hurt, insulted and quite upset about somebody else's vision regarding [REDACTED] and I think that I should make my voice heard since this proposal to me is unacceptable and disturbing.

Thank you for you time and I again would like to state that **I STRONGLY DO NOT SUPPORT AND**

STRONGLY DISAGREE WITH THIS PROPOSED PLAN.

Regard,

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4138
(20090608) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

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_____ Information from ESET NOD32 Antivirus, version of virus signature database 4148
(20090611) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Sowel Kang

From: Grant Kauffman [gkauffman@lgl.ca]
Sent: Monday, June 29, 2009 9:44 AM
To: [REDACTED]
Cc: 'Khaled El Dalati'; 'Robb Minnes'; 'Ivanoff, George (MTO)'; 'Sowel Kang'
Subject: RE: 407 Transitway

29

[REDACTED]

Thank you for your comments on the 407 Transitway. We are in the process of reviewing the comments received from the first round of consultation and preparing responses.

Grant

From: [REDACTED]
Sent: June-27-09 9:12 PM
To: robb.minnes@ontario.ca; george.ivanoff@ontario.ca; k.eldalati@delcan.com; gkauffman@lgl.com
Subject: 407 Transitway

I want to let you you that **I object the construction of the 407 Transitway**. Ever since the operation of 407, we are irritated by the noise from 407 from early in the morning. The worst is the traffic jam in Leslie Street particularly during rush hours - one hours in the morning and two hours in the evening. I can foresee that with the addition of the 407 Transitway, these two problems will be even worse. [REDACTED] is supposed to be in the suburban area, and now the city has tried to change it into a downtown area. I hope you will listen to us.

[REDACTED]

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4196 (20090629)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4195 (20090629)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Sowel Kang

To: Ivanoff, George (MTO)
Subject: RE: Email from resident on 407 Transitway

From: [REDACTED]
Sent: June 28, 2010 12:31 PM
To: Ivanoff, George (MTO)
Cc: gkauffman@lgl.com; 'Shefman, Alan'; peter.shurman@pc.ola.org; Minnes, Robb (MTO)
Subject: RE: 407 Transitway
Importance: High

Dear George,

Thank-you for returning my email. Please see comments in red to your responses. And thanks once again.
 Dan

From: Ivanoff, George (MTO) [mailto:George.Ivanoff@ontario.ca]
Sent: Friday, June 18, 2010 4:17 PM
To: Dan
Cc: gkauffman@lgl.com; Shefman, Alan; peter.shurman@pc.ola.org; Minnes, Robb (MTO)
Subject: RE: 407 Transitway

Dear Dan,

I am familiar with your neighbourhood and travel to and through it visiting friends and stores in that area. I have experienced the heavier traffic volumes on Yonge Street and Highway 7 over the last 20 years. Allow me to answer your questions in the order you asked them:

1. Our consultants are completing noise and air quality studies as part of this project. The results will include current and future predicted results based on our traffic projections. **How will the findings be used? Are there plans to help reduce the noise pollution and air pollution caused by increased density>?**
2. The Ministry does work to meet base decibel targets, as set out by MOE. These are generally for homes immediately adjacent to our projects, which are the ones most affected. When we anticipate that the proposed work could increase noise levels by 5 dB or more, we look to ways to mitigate that, such as by noise barriers. **Do you look at dB levels beyond the year of implementation? Do you take into account the noise increases in all traffic not just the noise created by the scope of your work; i.e. 407 noise, Yonge street noise, Train/Bus noise? Where do you put the barriers; I would assume as close to the source as possible? Please advise** Unfortunately, such barriers are not effective for homes further from the noise source. **What source of information are you using to say that the barriers are not effective for homes further away?**
3. While I do not have the results of the noise study yet, I do not anticipate a noise barrier being effective on the south side of the 407 ETR to mitigate noise from the Transitway to your neighbourhood. The proposed 407 Transitway is planned to be built between the 407 ETR and Highway 7, that is, on the opposite side of the 407 ETR from your home. **When are the noise**

studies planned to be completed? Other neighbourhoods that abut the 407 have walls; what are options for our neighbourhood to obtain these same walls?

Thanks again for your time; I will try to come to the pic.

Please attend one of the two planned Public Information Centres to see our plans and ask us further detailed questions.

I look forward to seeing you at one of these PIC's. If you are not able to attend one of these, please feel free to contact me again or look on the project website: www.lgl.ca/407Tranistway

Sincerely,

George Ivanoff
Senior Environmental Planner
Planning & Environmental Office
Ministry of Transportation
Tel: 416 235-5548
Fax: 416 235-3446
email: George.Ivanoff@ontario.ca

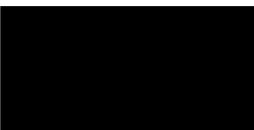
From:
Sent: June 17, 2010 2:52 PM
To: Ivanoff, George (MTO)
Cc: gkauffman@lgl.com; 'Shefman, Alan'; peter.shurman@pc.ola.org
Subject: 407 Transitway

Dear George,

I am a resident of Thornhill in the neighbourhood that is south of the 407 and West of Yonge street and North of Centre Street—Commonly known as the Uplands Area. I have been a resident here since 1993; ...My biggest concern about the concentration of traffic in the 407 corridor is the increase in noise and air pollution—and in particular noise pollution. We have seen a significant increase in noise pollution since the 407 has been in existence...and by increasing traffic via bus lanes and trains I would only expect the noise and air pollution to increase over time. I would like to know the following:

1. Are your environmental studies including Noise and Air Pollution? And if so are they including the increases of these environmental hazards over time as traffic increases.
2. Do you have decibel target levels for increases in noise pollution over a certain distance..?
3. Currently there is are no Noise Barriers in the back of the Longbridge homes that are adjacent to the Hydro lands which surround the 407 in our immediate area ; are there plans to construct noise absorption structures/walls to minimize the increase in noise pollution to the residents.

Maybe George you can address my concerns or you can direct me to the right person... I know that the residents in this community have the same concerns if not more –but for me the most pressing issues are NOISE POLLUTION and AIR POLLUTION>



Sowel Kang

To: Ivanoff, George (MTO)
Subject: RE: 407 Transitway - Public Web Site Comments

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

From: Ivanoff, George (MTO) [mailto:George.Ivanoff@ontario.ca]
Sent: Monday, June 28, 2010 12:22 PM
To: Sowel Kang; Minnes, Robb (MTO); Khaled El Dalati; Grant Kauffman
Subject: RE: 407 Transitway - Public Web Site Comments

I just received a call from [REDACTED], in the Glen Shields subdivision. They back onto the hydro corridor. She was concerned about the location of the Transitway, but relieved it was going on the north side at her location.

She would like to see more detailed plans but cannot make either of the PIC's. I told her I would email her something. I note that we have not received the PIC boards electronically. Can you please send these out to the team and make them available on the website, as they are not there now.

Thanks,

George

Sowel Kang

To: Ivanoff, George (MTO)
Subject: RE: 407 Transitway - Public Web Site Comments

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

From: Sowel Kang [mailto:skang@lgl.com]
 Sent: June 28, 2010 9:07 AM
 To: Minnes, Robb (MTO); Ivanoff, George (MTO); 'Khaled El Dalati'; 'Grant Kauffman'
 Subject: FW: 407 Transitway - Public Web Site Comments

Please find below a comment from the public.

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

From: [REDACTED]
 Sent: Saturday, June 26, 2010 3:11 PM
 To: skang@lgl.ca
 Subject: 407 Transitway - Public Web Site Comments

Below is the result of your feedback form. It was submitted by Narayan D.
 [REDACTED] on Saturday, June 26, 2010 at 15:11:17

comments: I attended PIC#2 at the Delta, and I am quite pleased with the plans for the Transitway. The only real problem that I see is a lack of co-ordination with other transit agencies such as YRT/Viva and the TTC.

Viva has a rapidway planned along Highway 7 parallel to the future 407 Transitway. For the most part, the two busways are not redundant because Viva serves more local demand. There is one exception however. Between Bayview and Bathurst, Viva Purple serves the same stops as the 407 Transitway so I would like to see access added at Bathurst and Bayview to allow Viva vehicles to use the Transitway for that segment.

I know that the Viva rapidways are planned to be completed before the GO Transitway, but isn't the point of BRT to be flexible? Couldn't we build the segment between Bathurst and Bayview as a part of the Viva plan? On top of saving York Region the expense of building 4km of redundant busways, it would also benefit Viva because the planned GO Transitway is designed for higher speed than the Viva rapidways and is grade separated.

Similarly, the YRT 300-series express routes currently use the 407 and have to pay tolls, so I would recommend adding access ramps to allow them to use the Transitway.

Allowing YRT/Viva to use the Transitway would help justify the enormous investment that would be required to build it. Emphasizing it's variety of potential uses would increase support of the project which in turn might cause the start date moved forward on this useful project.

Information from ESET NOD32 Antivirus, version of virus signature database 5233
 (20100628)

The message was checked by ESET NOD32 Antivirus.

September 10, 2010

[REDACTED]

[REDACTED]

**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) associated with the above referenced study held on June 24, 2010 at the Delta Markham Hotel. The purpose of this letter is to address the issues that you identified in your email dated June 26, 2010.

You have expressed that there is a lack of co-ordination between the 407 Transitway and other transit agencies such as YRT/VIVA and the TTC. You have indicated that VIVA Purple serves the same stops as the 407 Transitway between Bathurst Street and Bayview Avenue. You requested that accesses at Bathurst Street and Bayview Avenue be added to allow VIVA Purple vehicles to use the 407 Transitway along the segment. It was your opinion that this would save York Region the expense of building 4 km of redundant busways. You also suggested allowing the YRT 300-series express routes to use the 407 Transitway so that they no longer have to pay tolls on Highway 407 ETR. You concluded that allowing YRT/VIVA vehicles to travel the 407 Transitway will provide additional justification for investment. You have added that emphasizing the opportunity to accommodate a variety of uses would increase support for the 407 Transitway and potential for implementation at a closer date.

The primary travel market to be served by the 407 Transitway will be medium to long-distance trips as each segment of the entire length of the Transitway (from Burlington to Highway 35/115) is implemented. VIVA and YRT services offer more frequent stops on Highway 7 serving shorter-distance trips which are complementary to the 407 Transitway service. It will be possible for these operators to utilize portions of the transitway for express services on routes which are compatible with the Transitway when it is implemented.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

To: Alia Eid
Subject: RE: comments regarding the 407 transitway

From: [REDACTED]
Sent: June 25, 2010 4:42 PM
To: Minnes, Robb (MTO); Ivanoff, George (MTO); k.eldalati@delcan.com; gkauffman@lgl.com
Subject: comments regarding the 407 transitway

Dear Mr. Minnes, Mr. Ivanoff, Mr. El-Dalati and Mr. Kauffman:

My husband and I were at the information meeting regarding the 407 transitway on Thursday, June 24th. We understand the need for increased access to public transportation across York Region. We do have major concerns regarding the large number of parking spaces and the extent of hard surfacing at the Leslie Street Station.

[REDACTED] onto the ravine where Little German Mills Creek runs. When the 407 was built there was serious disruption to the animal habitat and also to the flow of the creek. For several years, we had species of birds such as Great Blue Heron and Ring Necked Pheasants living in the ravine. They are no longer there.

[REDACTED] When we moved into the house, the distance between the back of our property and the creek was much greater than it is now. Over the years, the course of the creek has changed and it is eroding away the land between the creek bed and the back of our property line.

Cole Engineering, on behalf of the Town of Markham sent engineers early this spring to inspect the rear yards [REDACTED] and look at the creek erosion and encroachment on our rear yard retaining walls. They noted that the creek would have to be re-routed into the centre of the ravine after the suitable wildlife and environmental studies have been completed by the Toronto Region Conservation Authority.

When a large surface area is paved over to make parking lots, the runoff has no place to go except into Little German Mills Creek. This runoff will contain serious pollutants from engine oil, tire particles, salt, sand and other pollutants. Little German Mills Creek is right beside the parking lot as shown in the renderings. This creek and the ravine surrounding it has a diverse ecosystem that could be seriously harmed by the runoff. The increased waterflow from the runoff could exacerbate the current erosion problem.

If the purpose of the transitway is to get people to use public transit instead of driving, why are such a large number of parking spaces (over 500) being constructed. The area around the Leslie Street station is both residential and commercial. The residential area has been built up over the last twenty five years and there does not appear to be much land still available for residential construction. People who would be using the Leslie Street station as their workplace exit point would not be parking in the parking lot at Leslie Street. If this station is going to be a hub for buses for the TTC and York Region transit, why are so many parking spaces needed?

The GO station parking lots do not have as many designated spaces as have been proposed for Leslie Station.

We have one additional concern that has to do with the traffic flow on Leslie Street at the intersection of Green

Lane, Leslie and Summerdale. Leslie Street curves at the point just south of the 407 and before it meets the cross streets of Green Lane and Summerdale. It is often very difficult to make left hand turns onto Green Lane coming north on Leslie. The curve in the road makes it hard to see the oncoming traffic. There have been a number of serious accidents at that intersection. Since the 407 has been built the traffic on Leslie has increased considerably. The station at Leslie Street will only increase both car and bus traffic in this area. Additional transportation studies need to look into the safety of this intersection.

We are not against the building of the rapid transitway. We just want more consideration given to the parking situation, the natural habitat of the creek and the transportation flow.

Sincerely,



 Please consider the environment before printing this email.

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.

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5316 (20100727)

_____ The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

June 24, 2010

4:00 p.m. to 8:00 p.m.

Delta Markham Hotel

50 East Valhalla Drive, Markham

June 29, 2010

4:00 p.m. to 8:00 p.m.

Black Creek Pioneer Village

1000 Murray Ross Parkway, Toronto

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 30, 2010**:

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Project Manager
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E-mail: gkauffman@lgl.com

COMMENTS :

We agree with the concept of transit in this area. Our biggest concern however, is the station parking. - We live near Leslie & 7 and the size of the tandem parking lots seems excessive. We are also concerned that storm-water runoff from these large paved surfaces will place excessive water discharges on Little Berman Mill Creek. - It ~~can~~ cannot accept additional discharge.

Mitigation for local wildlife during construction is essential. During the construction of the 407, we found dislocated wildlife in our backyard and ravine (blue heron & ring-necked pheasants.)

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.

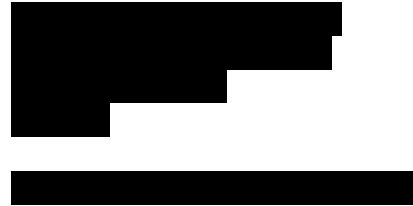
Do you require a formal response to your comments?

☒ Yes

☐ No

☐

September 10, 2010



**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) associated with the above referenced study held on June 24, 2010 at the Delta Markham Hotel. The purpose of this letter is to address the issues that you identified on your PIC comment form and in your email dated Friday, June 25, 2010.

On your comment form, you expressed concerns that the increase of impermeable surface resulting from the construction of Leslie Station and associated parking lot will increase stormwater runoff and contaminant discharge into the Little German Mills Creek. You have indicated that the large impermeable surface area of the Leslie Station parking lot will further increase bank erosion of the Little German Mills Creek and its encroachment into your property. In addition, you stated that mitigation measures to protect local wildlife are essential during construction of the 407 Transitway.

As you noted, stormwater issues are important and hence are being taken into consideration as part of this study. Currently, a stormwater management assessment for the 407 Transitway is being conducted. All stormwater runoff generated by 407 Transitway facilities, including the Leslie Station, will be collected and treated prior to discharge in accordance with Ministry of the Environment, Ministry of Transportation and Toronto and Region Conservation Authority guidelines and best management practices. During the detail design phase of this project, a detailed stormwater management plan will be prepared and circulated to regulatory agencies for review. Erosion and sedimentation controls during construction and operation of the 407 Transitway are also being considered as part of this study. During detail design, an erosion and sedimentation control plan will be prepared and circulated to regulatory agencies for review.

Potential impacts to wildlife and wildlife habitat are also being considered. For example, requirements under the *Migratory Birds Convention Act* and *Fish and Wildlife Conservation Act* will be met to protect the local wildlife during construction. One of the requirements under the two legislations is to prohibit removal of vegetation (wildlife habitat) from April 1 to July 31 of any given year. In addition, existing wildlife passages across Highway 407 and Highway 7 will be maintained for the 407 Transitway. The loss of wildlife habitat resulting from vegetation clearing will be off-set through restoration and enhancement measures. The type, area and location for habitat restoration and enhancement will be determined during detail design.

On your email you also stated the above comments and included a concern regarding the traffic flow at Leslie Street and Green Lane intersection. You indicated that traffic on Leslie Street has increased over the years and the number of serious accidents has risen. You requested that additional transportation studies be conducted on this intersection to address safety issues. We acknowledge receipt of your concern as well as the potentially high safety concerns on Leslie Street. The 407 Transitway EA Study report will address traffic effects at the entrance to the Leslie Station and along Leslie Street in the area. However, as Leslie Street is designated as a York Region Road, any additional transportation studies and information/request regarding Leslie Street and the Green Lane area in particular, should be directed to the Region.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in blue ink, reading "G. N. Kauffman", followed by a horizontal flourish.

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

407 TRANSITWAY – HIGHWAY 400 TO KENNEDY ROAD

YORK REGION (G.W.P. 252-96-00)

Public Information Centre

5

June 24, 2010

4:00 p.m. to 8:00 p.m.

Delta Markham Hotel

50 East Valhalla Drive, Markham

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Black Creek Pioneer Village

1000 Murray Ross Parkway, Toronto

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 30, 2010**:

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Highway Engineering, Toronto/Durham
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E-mail: gkauffman@lgl.com

COMMENTS :

Please
I would like to receive a hard
copy of today's presentation
(mailed)

Thank you
Dm

Thank you for your participation.

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Do you require a formal response to your comments?

☒ Yes

☐ No



TRANSMITTAL RECORD

**LGL LIMITED**

environmental research associates
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6

(905) 833-1244
kingcity@lgl.com

FAX: (905) 833-1255

TO: [REDACTED]
CC: Robb Minnes (MTO)
George Ivanoff (MTO)
Khaled E-Dalati (Delcan)
REFERENCE: 407 Transitway (G.W.P. 252-96-00)
PROJECT#: TA4485
FROM: Sowel Kang, Environmental Planner
DATE: June 28, 2010

No. of Copies	Identification	Description		
1	Document	PIC #2 presentation slides		
<div>Dear [REDACTED]</div> <div>As requested, please find enclosed a hard copy of the Public Information Centre #2 presentation slides.</div> <div>Sincerely,</div> <div>Sowel Kang</div>				
via		Mail		

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COMMENTS :

- 407 Transit way needs to be implemented within the next 5 years. There is great demand for it now.
- Efforts should be made to have small scale retail and restaurants to support stations. They should be located inside the stations for transit users to use.
- clean and safe stations must be built, not like TTC stations.
- The use of renewable energy, local and green^{air} construction materials, and energy efficiency strategies and technologies should be utilized for stations.

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 :

I want to have this transitway much earlier than 2023. It seems to be not overly expensive and the main wait is because of funding (as far as I understood) - so it seems strange to wait 13 years for not so big amount of money.

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.

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Yes

☐ No☐

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E-mail: gkauffman@lgl.com

COMMENTS :

you have a good project to protect
future growth.

you should mobilize the most effective way
to reduce noise and pollution from running
motors.

the best way is to implement the use of
subway system (rails)
you can move more people and faster
(shorter time)

Thank you for your participation.

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☐ No

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September 10, 2010



**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) associated with the above referenced study held on June 24, 2010 at the Delta Markham Hotel. The purpose of this letter is to address the issues that you identified on your PIC comment form.

On your comment form, you indicated that you were in favour of the project to protect future growth. You stated that the most effective ways to reduce noise and air pollution should be applied on this project. Also, you expressed preference for implementing a subway system to transport more people faster.

Noise and air quality assessment studies are currently being conducted. The assessment studies will identify any potential noise and air quality impacts from the 407 Transitway and will provide, if required, mitigation measures to address the impacts. Results of the assessment studies will be documented in the Environmental Project Report (EPR), which will be released for a 30-day public review. Information on where to review the EPR will be published in local newspapers and a letter will be mailed to you once the EPR is available.

Rapid transit technology alternatives were considered, including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit, Heavy Rail Transit (i.e. subway) and diesel multiple units (i.e. commuter rail). Each of the above candidate technologies was evaluated against four major criteria reflecting the near- and long-term needs and objectives for the 407 Transitway. These included:

- transit service quality encompassing capacity required, user convenience and comfort, service speed and reliability and network connectivity/interlining;
- planning considerations addressing infrastructure integration and the system's support of Provincial growth and planning policies;
- environmental compatibility covering effects on the natural and socio-economic environment and energy consumption; and,
- implementation considerations including right-of-way property needs, cost effectiveness and implementation staging.

From the evaluation, it was determined that BRT was the preferred technology for the 407 Transitway because it provided capacity for the projected demand at the desired level of service and comfort. Like the other technologies, BRT is a low emission vehicle technology that is becoming more advanced, energy efficient and with improved emission control. Lastly, BRT's capital and operating costs are compatible with the size of the market for rapid transit service in the corridor compared to the other high capital investment technologies and the runningway and station infrastructure can be shared by other transit operators providing compatible services. Furthermore, the 407 Transitway is being designed to protect for future conversion to LRT technology to respond to the anticipated growth in ridership volumes beyond 2031.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in blue ink, reading "G. N. Kauffman", with a long horizontal flourish extending to the right.

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

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COMMENTS :

From Study Schedule Board

The timeline to implement (2011-2023) is too long. Transit must be delivered in advance of or concurrent with development in order to encourage users to leave their cars at home, or if new to area to start with a transit-first mindset.

Once into a "drive" mindset, it will be difficult to get them to convert to transit.

Advance implementation.

Thank you for your participation.

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Do you require a formal response to your comments?

☒ Yes

☐ No

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September 10, 2010



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City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) associated with the above referenced study held on June 24, 2010 at the Delta Markham Hotel. The purpose of this letter is to address the issues that you identified on your PIC comment form.

On your comment form, you requested that the Transitway should be programmed to operate much sooner than 2023. You feel that the cost of implementing the project is not relatively high and the provincial government should not have to wait 13 years to accumulate enough funding.

On November 28, 2008, Metrolinx adopted the Regional Transportation Plan (RTP), also known as “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area”. Metrolinx is a Government of Ontario agency with a mandate to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area.

The RTP presents a plan of implementation and investment listing transportation projects in accordance to priority. The RTP has identified the 407 Transitway from Pearson International Airport to Kennedy Road in Phase Three of the 2008 investment plan which results in it being implemented in the period 16 to 25 years after the RTP release year. If you feel that the 407 Transitway is a project with greater priority than stated in the RTP, we advise that you contact Metrolinx to express your opinion.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates



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COMMENTS :

In general positive. However, I would like to make sure that the perimeter of the parking lot at Leslie is lined with trees/hedge to reduce noise and beauty.

As well, the section between Bayview + Leslie should be "treed/hedged" as much as possible.

- 1) For beauty + noise reduction
- 2) For safety as the park + trails are heavily used by walkers, bikers, etc. children etc.

Thanks

Thank you for your participation.

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Do you require a formal response to your comments?

Yes

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PLEASE PRINT CLEARLY

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George Ivanoff
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Tel: 416-235-5548 Fax: 416-235-3446
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Grant N. Kauffman
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:

Somewhat less detailed information available than all other meetings we have attended. However, Mr. Hinton Esquire, whom we found most knowledgeable and helpful, answered our questions succinctly and patiently. We felt the 5 p.m. presentation time was much too premature considering the handful of public in attendance.

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

☐



September 10, 2010



**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) associated with the above referenced study held on June 24, 2010 at the Delta Markham Hotel. The purpose of this letter is to address the issues that you identified on your PIC comment form.

On your comment form, you stated that you found there to be less detailed information available than all other meetings you had attended, but that Mr. Lynton Erskine was very knowledgeable and helpful in answering your questions. You also noted that the 5:00 presentation time was too early in the PIC programme given the handful of public in attendance.

The information presented at the PIC is not meant to be exhaustive, but rather to present enough detail to encourage meaningful information exchange. Additional information on the 407 Transitway is available on the project website at <http://www.lgl.ca/407Transitway/>. The results of the Transit Project Assessment Process will be documented in an Environmental Project Report (EPR) that will be available for a 30-day review period. Additional information on the project will be available in the EPR. If you have specific information needs, you are encouraged to contact any member of the project team at any point throughout the remainder of the study.

Two presentations were planned for each PIC venue: one at 5:00 p.m. and the other at 7:00 p.m. Therefore, members of the public who missed the 5:00 p.m. presentation had the opportunity to attend the 7:00 p.m. presentation.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
 George Ivanoff, MTO Senior Environmental Planner
 Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

June 24, 2010

4:00 p.m. to 8:00 p.m.

Delta Markham Hotel

50 East Valhalla Drive, Markham

June 29, 2010

4:00 p.m. to 8:00 p.m.

Black Creek Pioneer Village

1000 Murray Ross Parkway, Toronto

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 30, 2010**:

Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
4th Floor, Building D, 1201 Wilson Avenue
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E-mail: gkauffman@lgl.com

COMMENTS:

you must provide trees & noise solid barriers, not or solid. ---

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: _____

407 TRANSITWAY – HIGHWAY 400 TO KENNEDY ROAD

YORK REGION (G.W.P. 252-96-00)

Public Information Centre

13a

June 24, 2010

4:00 p.m. to 8:00 p.m.

Delta Markham Hotel

50 East Valhalla Drive, Markham

June 29, 2010

4:00 p.m. to 8:00 p.m.

Black Creek Pioneer Village

1000 Murray Ross Parkway, Toronto

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 30, 2010:

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E-mail: gkauffman@lgl.com

COMMENTS:

WEST
Concord ① too far from RR sth. as is bus loop
- bus loop too far in from Hwy. 7 - detour is too long
Bathurst - connectivity to 407 sth. - too far to walk to P/Bath.
- bus loop too far from ramp & stoplights
- need more covered & sheltered ways for pedestrians/transfers
closer connectivity to YRT & VIVA stops

Yonge - ^{improve} connectivity to Go line & VIA Rail station
- encourage commercial ① facilities nearer above station
- allow better connectivity to Longstaff development

Jane - ^{no direct} accessibility from/to Highway 400 (no steeles full interchange)
- closer to steeles

bus loops should be closer to highway to improve connectivity
reduce running time & mileage & costs
~~improve~~ direct routing

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

407 TRANSITWAY - HIGHWAY 400 TO KENNEDY ROAD

YORK REGION (G.W.P. 252-96-00)

Public Information Centre

13b

June 24, 2010

4:00 p.m. to 8:00 p.m.

Delta Markham Hotel

50 East Valhalla Drive, Markham

June 29, 2010

4:00 p.m. to 8:00 p.m.

Black Creek Pioneer Village

1000 Murray Ross Parkway, Toronto

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 30, 2010:

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Project Manager
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E-mail: gkauffman@lgl.com

COMMENTS:

allow connectivity roadway into area E. of St. Robert's Ss.
Leslie - covered area on (P) perimeter (element protection)
- possible ^{SW side} layover on 407 e.b. + walkway to stn. (piv + d/o)
closer connectivity for local + l.d. transit + (P) lot
Roddick - place ^{bus} loop closer to Roddick to encourage transit use
[reduce driving + (P) lot size]
better element protection from (P) lot
allow ^{better} ped. access from Woodbine transit bus route
~~Kennedy~~
Kennedy - best transferability + connectivity
- why not continue Enterprise from YMcA Bl. to proposed road?
bus loops should be closer to highway/main artery for better connectivity
to reduce transit running time +
improve direct routing mileage + costs

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

☐

September 10, 2010



**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
Regional Municipality of York, Planning and Preliminary Design Study**

Thank you for attending the Public Information Centre (PIC) for the above referenced study held on June 29, 2010 at Black Creek Pioneer Village. The purpose of this letter is to address the issues that you identified on your PIC comment form.

Your main concern was that the bus loops should be closer to the /main arterial roads to improve connectivity, reduce transit running times, reduce mileage and improve direct routing.

Specifically, you mentioned that:

- Spadina Subway/Jane Station: there is no direct access from/to Highway 400 (there is no Steeles Avenue and Highway 400 full interchange).
- GO Barrie (Concord) Station: bus loop and parking lot is far from the GO Barrie Station platform.
- Bathurst Station: station is far from the parking lot to walk and more covered/sheltered ways for pedestrians to transfer to YRT and Viva Stops are required.
- Yonge/Richmond Hill Centre Station: connectivity to the GO rail line, Viva terminal and Langstaff Gateway development needs to be improved.
- Leslie Station: require covered area on the parking lot perimeter to provide protection from the elements, decrease the distance between the bus loops and the parking lot.
- Woodbine/Rodick Station: place the bus loop closer to Rodick Road to encourage transit use and to reduce driving to the station. This will reduce the size of the parking lot. Better protection from the elements and allow better pedestrian access from the Woodbine Avenue transit bus route.
- Markham Centre Station: best connectivity here. Suggest that Enterprise Road continue from the YMCA building to the proposed road

Spadina Subway/Jane Station Comments:

MTO will be addressing access to Highway 400 from the subway station in separate studies involving HOV/transit lanes on the 400-series highways.

GO Barrie (Concord) Station Comments:

The location of the future GO Barrie Line platform will be optimized in the preliminary design to best serve all bus systems transferring passengers to/from the rail service.

The arrangement of the bus loop and parking lot was developed recognizing the constraints of the existing site conditions. With the presence of a watercourse, specifically the West Don River, on the south side of Highway 7, use of land adjacent to the river within the flood plain is not acceptable.

Bathurst Station Comments:

Even though the station's proximity to the parking lot is less than desirable, the provision of a covered overhead pedestrian across Highway 7 will improve the quality of access between the station and the parking lot. The distance from the parking lot and covered pedestrian overhead walkway to the YRT and VIVA bus stops is quite minimal, with on street crosswalks facilitating the movement.

Yonge/Richmond Hill Centre Station Comments:

The connectivity requirements at this station will be further developed and finalized during the Preliminary and Detailed Design phases of the 407 Transitway study when the functional planning of the Yonge Subway Station facilities is further advanced. The final design will be developed with the ultimate goal of enhancing connectivity between all the transit systems.

Leslie Station Comments:

Weather protection over major pedestrian routes from the parking lot to transitway station buildings will be evaluated when finalizing the preliminary design for all stations.

Woodbine/Rodick Station Comments:

The bus loop location has been optimized to balance the efficiency of community shuttle bus access from both Rodick Road and Woodbine Avenue. It is anticipated that shuttle routes would serve both the western portion of Markham Centre and the Highway 404/7 Business Park.

Markham Centre Station Comments:

High quality system inter-connectivity and integration with future land use in the Centre are being developed in collaboration with both Town of Markham and Metrolinx/GO planning for the Centre's east precinct surrounding the existing Unionville Station and YMCA facilities.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

From: Minnes, Robb (MTO) [mailto:Robb.Minnes@ontario.ca]
Sent: Tuesday, July 27, 2010 4:19 PM
To: [REDACTED]
Subject: RE: 407 Transitway, Dufferin St Station

Dear [REDACTED]

I have been asked by our Minister's Office to respond to your e-mail on behalf of the Ministry of Transportation.

Firstly, I would like to thank you for visiting our project website, your support for the 407 Transitway and the comments you have provided. I have attempted to address your comments and concerns below regarding a station at Dufferin Street.

a) Role of 407 Transitway

The primary objective of the 407 Transitway is to provide a high-speed, cross-regional, east-west transit service inter-connecting with the existing and planned radial rapid transit corridors across the GTA. In this role, the Transitway will be a key element of a rapid transit network offering improved mobility and connectivity in all directions for citizens of the GTA and beyond.

b) Station Location and Spacing

The functional planning of the Central Section of the Transitway (Hwy 400 to Kennedy Road) was completed last year and presented to Vaughan Council and separately, the public at an open house in May 2009. The material presented summarized the methodology used to identify the proposed station locations and listed the purpose of each of the seven stations selected. In analyzing the optimum number and preferred location of stations, the study considered:

- the surrounding land uses,
- connectivity with other transit systems,
- station spacing to optimize average speed of medium-long distance transit service, and
- space available to accommodate station facilities required to support the station functions (park-and-ride, PPUDO, bus transfer etc.).

c) Serving Residential Growth Areas

The analysis recognized the major residential growth area in Vaughan and Richmond Hill between Dufferin and Bathurst Streets, both north and south of the 407 Corridor and determined that a single station between Yonge Street (Yonge Subway Ext.) and Concord (GO Barrie Line) was the optimum solution to meet the above key considerations. Given the dispersed nature of the residential area, the station site must provide park-and-ride access, good transit connections and the opportunity for bicycle and passenger pick-up/drop-off (PPUDO). Bathurst Street was selected as the preferred station site because it:

- allows connections with the Viva Purple service from Bathurst and Centre Street south of 407 and can also be accessed for YRT stops on Bathurst Street north of Highway 7;

- has publicly-owned land available for park-and-ride to offset the lack of parking available at Yonge Street and serve the residential neighbourhoods north and west of the station;
- the site can accommodate bus terminal platforms to allow community YRT bus service to feed residents to the transitway (such as the current Route 87 operated by YRT)
- can be reached from the residential areas via collector and arterial roads such as Autumn Hill Blvd., Summeridge Drive, Bathurst St, Thornhill Woods Drive, Highway 7.
- Complements the access from the western growth areas provided by the GO-Barrie line Station by serving the more eastern growth areas.

Thank you again for your submission,

Robb Minnes

Project Manager

From: [REDACTED]
Sent: July 16, 2010 11:49 PM
To: Minnes, Robb (MTO)
Subject: 407 Transitway, Dufferin St Station

July 16, 2010

To: The Hon. Kathleen Wynne, MPP, Minister of Transportation Ontario
Robb H. Minnes, 407 Transitway Project Manager

CC: Vaughan Citizen
 CC: Sandra Racco, Vaughan City Counselor, Ward 4

Re: 407 Transitway, Dufferin St Station

Dear Sirs,

We believe that Ontario needs a better transit system and the 407 Transitway is absolutely a step in the right direction. The materials of Public Information Centre consultations for the new 407 Transitway (<http://www.lgl.ca/407Transitway>) were of great interest to us.

The only significant disappointment was to find out that there is not a stop on the transit road near where we live (Dufferin St. and Rutherford Rd. intersection). In fact, it is the longest gap (4.9 km) without a stop on the transit route.

Here are our calculations:

Jane-GO Barrie (Keele St)	3.4 km
GO Barrie – Bathurst	4.9 km (*Dufferin Street is in this gap)
Bathurst – Yonge	2.4 km
Yonge – Leslie	3.7 km
Leslie – Woodbine	2.0 km
Woodbine – Kennedy	3.2 km

We understand the aspiration of this transit road planners to make travel faster by increasing distances between stops, however, we strongly believe that Dufferin St. station must be added because of the following reasons:

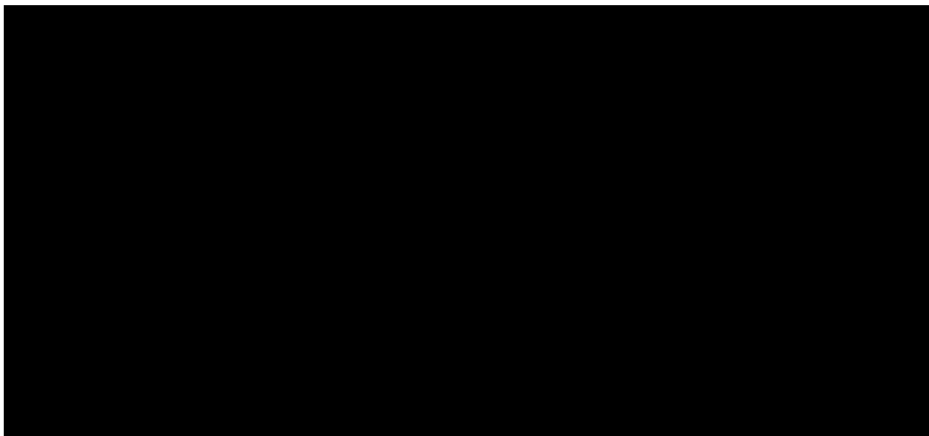
- Speedy transit line is good to save time but it does not make sense if it takes a lot of extra time to get to the transit station. The region surrounding the intersection of Dufferin and Rutherford has seen a huge residential development in the recent years, construction continues actively right now, and it will continue further. Dufferin St. is constantly congested during peak hours even though it has been widened in 2009. This shows that many people will benefit of transit station on Dufferin St.
- Many people regard 407 Transitway as a possible alternative to driving on highway 407ETR – the most expensive toll road in North America. But 407ETR is more democratic in this regard - it has the entrance on Dufferin St. as on all major GTA roads which it crosses. It will be a pity and unfair requirement to have to drive via 407ETR in order to reach 407Transitway station for residents of Dufferin St. area.
- We understand that the station on Dufferin St. was considered in the early planning stage (alternatives B2, B3) but was later eliminated because of the close proximity to GO Barrie and Bathurst stations and “to avoid crossing of sensitive land use such as Hydro One right-of-way”.

But the original route and location of Dufferin St. station in variants B2, B3 has been on a short cut i.e. much more to the south than in final plan B1. The station was also very close to Hydro One power lines. With current planning B1 of the route, Dufferin St. station possibly can be placed in the space existing north of highway 407 – without changing the currently planned route of the Transitway. This makes the station not so close to neighboring stations as before and not close to Hydro One power lines.

- Perhaps the station was originally planned on a short cut, more south than now, because of the desire to accommodate a large parking space. In fact, not all Transitway stations have to have parking lots. People can reach the station by walking from nearby bus stops, by bicycle, or they can be dropped off from cars. Pedestrian stairs and bicycle storage would be enough.

We demand Dufferin St. station to be added to the plan for the benefit of current and future residents of Dufferin Street region.

Sincerely, The Undersigned



Memorandum

To: Sowel Kang
Copy: Grant Kauffman, Khaled El-Dalati
From: Alia Eid

Date: Aug 18 2010
Project: TT4003 - 407TW

Re: 407 Transitway_PIC #2_Public Comments

Sowel,

The following summarizes all the comments that Delcan received directly from the public after the second Public Information Center (PIC). All the comments below were received before or on the day of the deadline for comments receipt, specifically July 30th, 2010:

Bobby Bhoola:

- Called on July 29th 2010 to address his concerns over the Transitway's interference with the Temple of Vedas, located on the north-west side of Highway 407 and Yonge Street.
- [REDACTED] had communicated with ORC for acquiring land adjacent to the land occupied by the temple, however ORC informed him that that land was protected for the 407 Transitway Transit Project.
- [REDACTED] came to the Delcan office on July 30, 2010 and was provided with a plan map of the area and was given further information of the project, particularly in the area of interest.
- Was satisfied with answers provided and was informed that if he had any further questions Delcan would gladly see that they were addressed.
- Contact Information: [REDACTED]

Sowel Kang

From: Grant Kauffman [gkauffman@lgl.com]
Sent: Monday, September 20, 2010 2:57 PM
To: 'Sowel Kang'
Subject: FW: Follow Up on the 14SET Meeting with Concord West Community

From: Ivanoff, George (MTO) [mailto:George.Ivanoff@ontario.ca]
Sent: September-20-10 2:53 PM
To: [REDACTED]
Cc: Minnes, Robb (MTO); g.garron@delcan.com; peter.shurmanco@pc.ola.org; [REDACTED]
Subject: RE: Follow Up on the 14SET Meeting with Concord West Community

Dear [REDACTED]

I looked at your presentation slides and saw that you already have an electronic copy of the station site plan. The only elevation drawings we have of some of the aspects of the station design are on our website: <http://www.lgl.ca/407Transitway/>

Click on Consultation, then on [Public Information Centre #2 Boards, Part 3: Station Design Concepts](#) and it will take you to the drawings. Look at number 3 of 8 for the Concord Station design.

I trust these will help. If you need additional information, don't hesitate to contact me.

George Ivanoff
Senior Environmental Planner
Planning & Environmental Office
Ministry of Transportation
Tel: 416 235-5548
Fax: 416 235-3446
email: George.Ivanoff@ontario.ca

From: [REDACTED]
Sent: September 20, 2010 1:31 PM
To: Ivanoff, George (MTO)
Cc: Minnes, Robb (MTO); g.garron@delcan.com; peter.shurmanco@pc.ola.org; [REDACTED]
Subject: Re: Follow Up on the 14SET Meeting with Concord West Community

Dear George,

I think the community is very happy to be working with you and Robb. I hope to send you the Minutes of the meeting tomorrow.

Meanwhile, could you provide us with a site plan of the elevations - south of hwy7, and encompassing the ORC land that is the subject of our petition? A jpeg should suffice.

Thank you very much,



Ivanoff, George (MTO) wrote:

Dear ,

Thank you for the slides from your presentation. Robb and I will meet with our consultants and review your plans and respond as quickly as we can. I think we will await the minutes of the meeting to ensure we understand all the issues before we start our assessment of your proposal.

Thank you for the opportunity of hearing your concerns and to present all of our work to date on this project.

George Ivanoff

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

From: 

Sent: Thu 9/16/2010 3:45 PM

To: Ivanoff, George (MTO)

Cc: Minnes, Robb (MTO); g.garron@delcan.com; peter.shurmanco@pc.ola.org;




Subject: Follow Up on the 14SET Meeting with Concord West Community

Dear George,

It was a pleasure to meet you and to have you attend our community meeting with the CW Seniors Club, the CW Ratepayers Association and the CW Residents Ad Hoc Committee. I think all those present found the meeting helpful and constructive, and we hope that you and your team will assess the community's proposed alternative plan asap and will find merit with our proposal, such as was aired and discussed in the meeting.

Please convey to Mr. Minnes our thanks and appreciation for having made this meeting possible. We're ready to meet with him and with you anytime that is necessary for further clarifications and discussions.

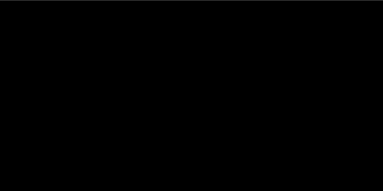
As per your request, you will find attached a complete set of the slides presented at the 14th of September meeting, numbered 1 to 15, all in jpeg format. Please let me know whether you received the full set. As soon as our recorder has finished the Minutes of the meeting, we will also send you a copy.

As was raised by , we would all appreciate if you looked into the stakeholders list to determine the problem that arose when no one in the community received the 2007 notice regarding the

proposed site plan affecting the ORC land in question.

For the record, I want to emphasize that whether we represented the station by a solid red curve (locating it in parcel B of ORC Concord Floral land) or as a dashed red straight line (in the location of the old Concord train station, in front of parcel A of the Concord Floral land) in the attached Figure 8 of our alternative plan, is irrelevant. At that scale, the curved station is no more on a curve than the proposed one is, or the dashed red line station is.

Best regards to you and Mr. Garron, and our thanks to both of you for your constructive participation,



_____ Information from ESET NOD32 Antivirus, version of virus signature database 5465 (20100920)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5465 (20100920)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Sowel Kang

From: Grant Kauffman [gkauffman@lgl.com]
Sent: Saturday, August 28, 2010 8:32 AM
To: 'Sowel Kang'
Subject: FW: 407transitway

Follow Up Flag: Follow up
Flag Status: Completed

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

From: [REDACTED]
Sent: August-26-10 10:52 PM
To: k.eldalati@delcan.com
Cc: gkauffman@lgl.com
Subject: 407transitway

We live on [REDACTED] in thornhill. Will the transit way be o. The hydro line corridor or north of the 407highway. And will there be a noise sound issue

[REDACTED]

Sent from my iPad

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5404 (20100828) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5404 (20100828) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5409 (20100830) _____

The message was checked by ESET NOD32 Antivirus.

November 30, 2010

[REDACTED]

[REDACTED]

**Re: 407 Transitway from Highway 400 to Kennedy Road (G.W.P. 252-96-00)
City of Vaughan, Town of Richmond Hill, Town of Markham,
York Region, Planning and Preliminary Design Study**

Thank you for your e-mail dated August 30, 2010. In your e-mail you indicated that you reside on [REDACTED] [REDACTED] in Thornhill, which is in the southwest quadrant of the Highway 407 and Bathurst Street interchange. You inquired whether the 407 Transitway will be running on the hydro corridor and whether there will be any noise impacts.

Please be advised that the 407 Transitway alignment near your residential area is planned to be located north of the hydro corridor between Highway 7 and Highway 407. A preliminary noise and vibration study indicated that there will be no significant increase in noise generated from this project.

Thank you for participating in this study. Please do not hesitate to contact me if you have further questions.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Robb H. Minnes, MTO Project Manager
George Ivanoff, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Delcan Corporation

**CONCORD WEST COMMUNITY SUBMISSION
TO THE ONTARIO MINISTRY OF TRANSPORTATION
REGARDING
THE AUGUST 26, 2010, NOTICE OF COMMENCEMENT OF
TRANSIT PROJECT ASSESSMENT PROCESS**

September 27, 2010

SUMMARY

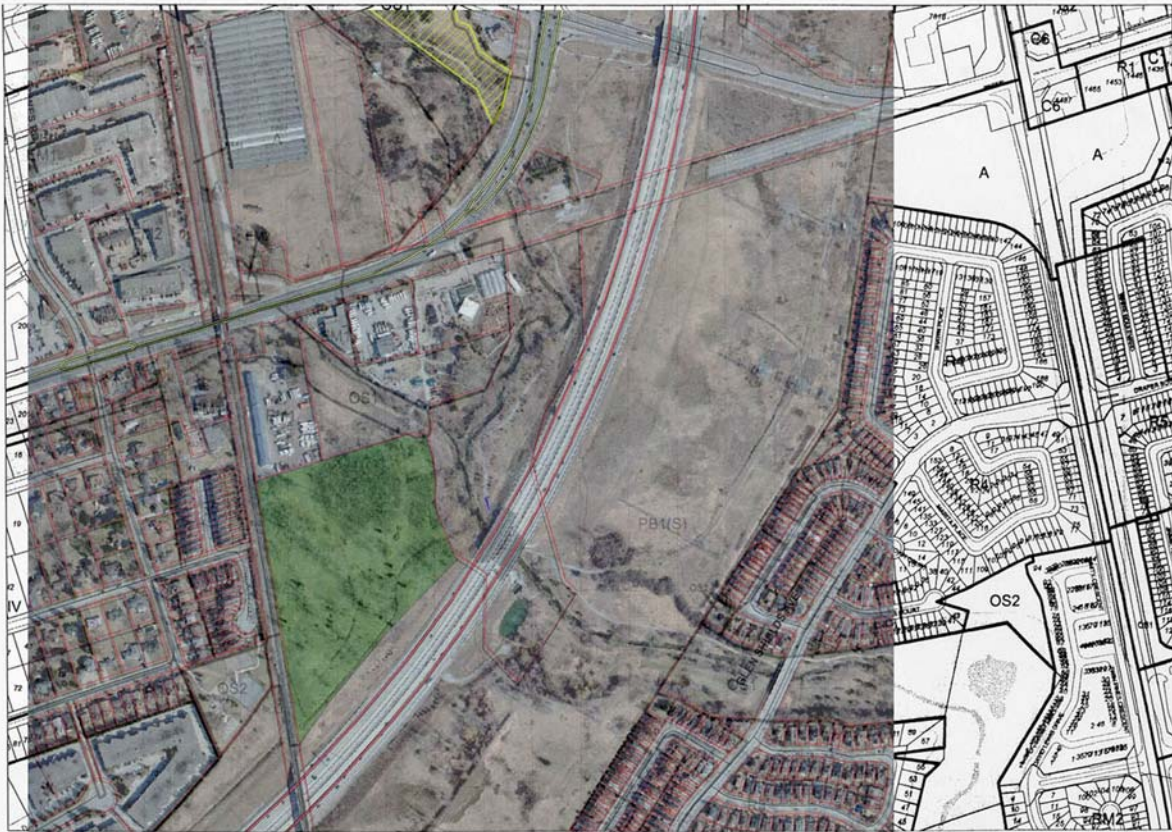
The present submission to the Ontario Ministry of Transportation is divided into two parts, the background and the submission proper. The background explains how the Concord West community arrived at the proposal of an alternative plan for the GO/Metrolinx traffic hub located by the existing OMT/MTO Concept Design on the south side of Highway 7. The present submission proposes that it should be located on the north side, in or around the Concord Floral Lands. The present submission also requests that (1) the proposed alternative plan be technically assessed for its merits in all of its relevant aspects (social, environmental, etc); (2) a comprehensive environmental study of the overall area in question be conducted and released to the public as soon as possible; and (3) the OMT team working on the 407 Transitway Project be directed – for the reasons presented herein - to find a solution for *the traffic hub that does not locate it on the south side of Highway 7, nor makes it adjacent to the Concord West community*, so that the OMI (Ontario Ministry of Infrastructure) may transfer to the TRCA (Toronto and Region Conservation Authority) the ORC greenland adjoining the Concord West community to the east, and currently under petition to the Honorable Minister R. Chiarelli.

1. Background of the Present Submission

1.1. Concord West community residents are denied their rights of access to the Bartley Smith Greenway/Langstaff Ecopark, as well as to the Glen Shields community

Since 1954 the residents of Concord West have had a common right of easement across the ORC greenland property (marked in green in **Figure 1**) for purposes of pedestrian and bicycle access to what is now known as the Bartley Smith Greenway/Langstaff Ecopark, as well as to what is now known as the Glen Shields community. With the construction of highway 407, this access was effectively denied to the residents of Concord West, leaving them boxed in between Keele Street to the west, Highway 7 to the north, the CN railway to the east, and the 407 to the south and southeast. The railway-crossing bordering the community to the East was fenced in, and a small bridge over the Upper West Don River was torn down. Despite repeated and continuing efforts made, since 1992, by the Concord West community and its members to establish effective access, as is their right, the community remains without it. This has put an unacceptable burden on the quality of life of the residents of the Concord West

FIGURE 1



community, especially on seniors who are unable to enjoy greenspace areas and nature trails traditionally available to them. Likewise, bikers, hikers and joggers do not have safe access to those public greenspaces. This is an intolerable situation that has now dragged on for over 15 years.

1.2. A threatened ecological community

Moreover, the area marked in green in **Figure 1** serves as ecological community for a variety of threatened wildlife contiguous with the western margin of the Upper West Don River. It is ecologically part of the Bartley Smith Greenway/Langstaff Ecopark system and is the spring migration home of the chestnut-sided warbler, white-throated sparrow, herons and mallards, and many other bird species. The Great Blue heron has often been sighted on this land. It is also the permanent habitat of hawks, beavers, and white-tailed deer families. The Blanding Turtle (*Emydoidea blandingii*), officially a nationally and provincially threatened species, has been sighted and photographed in the ORC land under petition (see **Picture A**).

We should emphasize that the ORC greenland in question is located at a point in the Bartley Smith Greenway/Langstaff Ecopark where, without it, the ecopark narrows to the point of strangulation.

1.3. An unacceptable Master Plan Study proposed by the Concord West Urban Design Streetscape Committee

In January 2007, in its adopted Pedestrian and Bicycle Master Plan Study, the City of Vaughan repeatedly acknowledged the rights of access and circulation of all Vaughan communities. In February 2010, this Master Plan was approved. In contrast, the Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study prepared by City planners and presently under way, proposes:

1) *To locate all pedestrian and bicycle accesses to the Bartley Smith Greenway/Langstaff Ecopark, as well as to the Glen Shields community, on the strip bordering the south side of Highway #7. This means that the Concord West community will not have direct access to the ecoway. Instead, community residents will have to travel through the busiest and most dangerous traffic way in Vaughan in order to gain access to the ecoway. The only access to the ecoway will be along the south side of Highway 7, to the park entries at Centre Street. This is particularly onerous, if not effectively impossible, for seniors or parents/guardians with children on strollers. Note that the proposed access in this Streetscape Master Plan Study is made via the same route of the only access that presently exists (unless one cuts through the existing fence at the end of Rockview Gardens), which is a route that passes under the railway bridge of Highway 7, where there is no sidewalk to speak of that is adequate for the safe passage of pedestrians, senior or not.*

2) *To locate the facilities of a Concord GO station so as to encompass the same south side strip* (page 5 of Attachment #2 of the Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study, March 23, 2010).

3) *To locate a Concord GO Centre parking lot on the land adjoining Highway 407 to the south.*

The Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study, March 23, 2010, was the first mention the community saw concerning the plans to locate a GO station and car parking lot on the south side of Highway 7. The proposal was unacceptable to the community, which is already landlocked by vehicular

Picture A

Blanding's Turtle

Protection: Under Ontario's Endangered Species Act 2007, the Blanding's Turtle is protected from any actions that may cause further harm to the species. It is also protected under the Fish and Wildlife Conservation Act.



traffic, noise and pollution on all sides. It was also unacceptable that the residents, and especially the seniors, of the Concord West community *would continue to be obliged* to walk or bike through the traffic-laden access strip on the south side of Highway 7 in order to reach the Bartley Smith Greenway/Langstaff Ecopark, or to reach the Glen Shields community, which the Concord West community adjoins – through the ORC land marked green in **Figure 1**.

Finally, it was completely unacceptable to the Concord West community that a GO station infrastructure would be built on the only greenland that the community could have direct access to and which, in the past and by right of easement, has provided the community with access to greenspaces and the Greenway/Ecopark - rather than on the *north* side of Highway 7, precisely where once the Concord train station existed, and where it would be of direct benefit to the industrial and commercial area north of Highway 7.

On May 15, a written intervention in the Concord West Streetscape Committee by a senior member and Director of the Ratepayers Association underscored all of these concerns, requesting assurance that access to the greenspaces would be immediately restored and that the proposed plans for the occupation of the ORC greenland would be rejected. However, this Streetscape Committee took no action, nor did it undertake any effort to better inform the community of the plans for the ORC greenland in question.

1.4. The solution to the continuing refusal to provide the Concord West community with its lawful access to greenspaces

The simple solution to the problems of access to the surrounding greenspaces, currently denied to Concord West residents, and to the current threat posed to the ecological niche in the land adjoining to the east the Concord West community would be:

1) To request that the Province of Ontario transfer the land in question, presently owned by the Ontario Realty Corporation, to the Toronto and Region Conservation Authority (i) for purposes of its amalgamation with the Bartley Smith Greenway/Langstaff Ecopark AND (ii) in order to restore presently denied and rightful direct access of the Concord West residents to the Bartley Smith Greenway/Langstaff Ecopark and the Glen Shields community

2) To provide the residents of the Concord West community safe access to the ORC land in question as the community's greenspace, and direct access to the Bartley Smith Greenway/Langstaff Ecopark and the Glen Shields community, by building an underground passageway located at the end of Rockview Gardens, that would run beneath the existing CN rail line. This should be accompanied by the proper fencing in of the CN railway line for the safety of Concord West residents, in particular children.

1.5. The petition to OMEI Minister B. Duguid requesting implementation of the solution proposed by the Concord West Seniors Club

The Concord West Seniors Club then decided to take the initiative. It ran a petition, signed by virtually all households in the Concord West community and many households in the Glen Shields community, requesting the then Ontario Minister of Energy and Infrastructure B. Duguid to implement the two-fold solution: transfer the ORC greenland to the TRCA and build an access tunnel under the existing railway bordering the community to the East. The petition was sent to Minister Duguid on June 9, 2010. It was accompanied by 15 pages of attachments documenting the efforts made over

15 years by the community to have their access to greenspaces restored. No response would be forthcoming from Minister Duguid.

The request/petition sent to Minister Duguid was copied to the Chair of the TRCA, and its hand-delivery was reported by local Rogers Cable News.

The response from the Chief Administrative Officer of the TRCA (see **Figure 2**), dated July 7, 2010, stated that “the subject property falls under the TRCA’s master plan for acquisition for the Don River watershed”. The letter further stated that the TRCA supported the community’s request.

1.6. The community finds out about the Concept Design proposed by the Ontario Ministry of Transportation, to place a complex traffic hub on the ORC greenland and adjoining lands on the south side of Highway 7.

Since no answers, explanations or detailed information were forthcoming from either the Streetscape Committee or Provincial Minister Duguid, the Concord West Seniors Club sought the help of MPP Peter Shurman. The latter arranged for a meeting (July 23, 2010) with Robb Minnes, the Project Manager of the Ontario Ministry of Transportation in charge of the 407 Transitway Project. At that meeting, the community was provided with a Concept Design that shows the *detailed occupation* that is planned for the ORC greenland and adjoining lands on the south side of Highway 7 (see **Figure 3**). The Concept Design is a one page lay-out that is part of a pdf (found at www.lgl.ca/407Transitway/documents/FINAL_PIC_2_Panels_STATIONS_June_28_2010.pdf, per the indication of George Ivanoff on September 20, 2010) containing various one page lay-outs of the stations to be built as part of the 407 Transitway Project.

In essence, the Concept Design proposed by the OMT has the following main features, shown in **Figure 4**:

- The existing railway line bordering the Concord West community to the east would become a two-track line to accommodate northbound and southbound GO trains.
- The entire eastern border of the Concord West community would be spanned by a GO station (shown in red, **Figure 4**).
- Immediately adjoining the GO station, there would be a parking lot for >1,000 cars, connected with a Viva bus stop and a drop-off and pick-up bay (shown in stapled black lines, **Figure 4**).
- Immediately to the east of the southeast corner of the Concord West community, there would be a rapid-bus Metrolinx station (see Metro Trans Station in **Figure 4**).
- A rapid-bus road or transitway would connect this Metrolinx station to the east and west, with the eastern path of this bus transitway (lines shown in green in **Figure 4**), substantially deviating from the path of Highway 407, to cross over the ORC greenland under petition and, as well, private land to be acquired by the OMT or OMI, if need be by expropriation. Part of the bus transitway route over these lands would be an elevated overpass.
- An elevator complex (shown in purple, **Figure 4**) would be placed at the southeast corner of the Concord West community, at the end of the existing Southview Park, to link the Metrolinx and GO stations.
- A wide road would be created north and south of Highway 7 (denoted in **Figure 4** as “#7 extensions”, in blue lines), intersecting the latter and again occupying part of the ORC greenland as well as private land to be acquired by the OMT or OMI, if need be by expropriation. The apparent purpose of the northern branch of this new road would be to



FIGURE 2

*Chief
Administrative
Officer*

July 7, 2010

Ms. Teresa Panezutti
Vice President
Concord West Seniors Club
54 Rockview Gardens
Concord, ON L4K 2J6

Dear Ms. Panezutti:

**Re: ORC Lands
North of Highway 407 between Keele and Dufferin Streets
City of Vaughan**

This will acknowledge receipt of your letter of June 9, 2010 and advise that the subject property falls within Toronto and Region Conservation Authority's (TRCA) master plan for acquisition for the Don River watershed.

TRCA staff support your efforts in this matter and would be willing to recommend to our board that TRCA accept title to the subject property for nominal consideration should the Province of Ontario consider disposing of the property.

Yours very truly,

A handwritten signature in black ink that reads "Brian Denney".

Brian Denney, P.Eng.
Chief Administrative Officer

cc: The Honourable Brad Duguid, Minister of Energy and Infrastructure

FIGURE 3

SITE PLAN

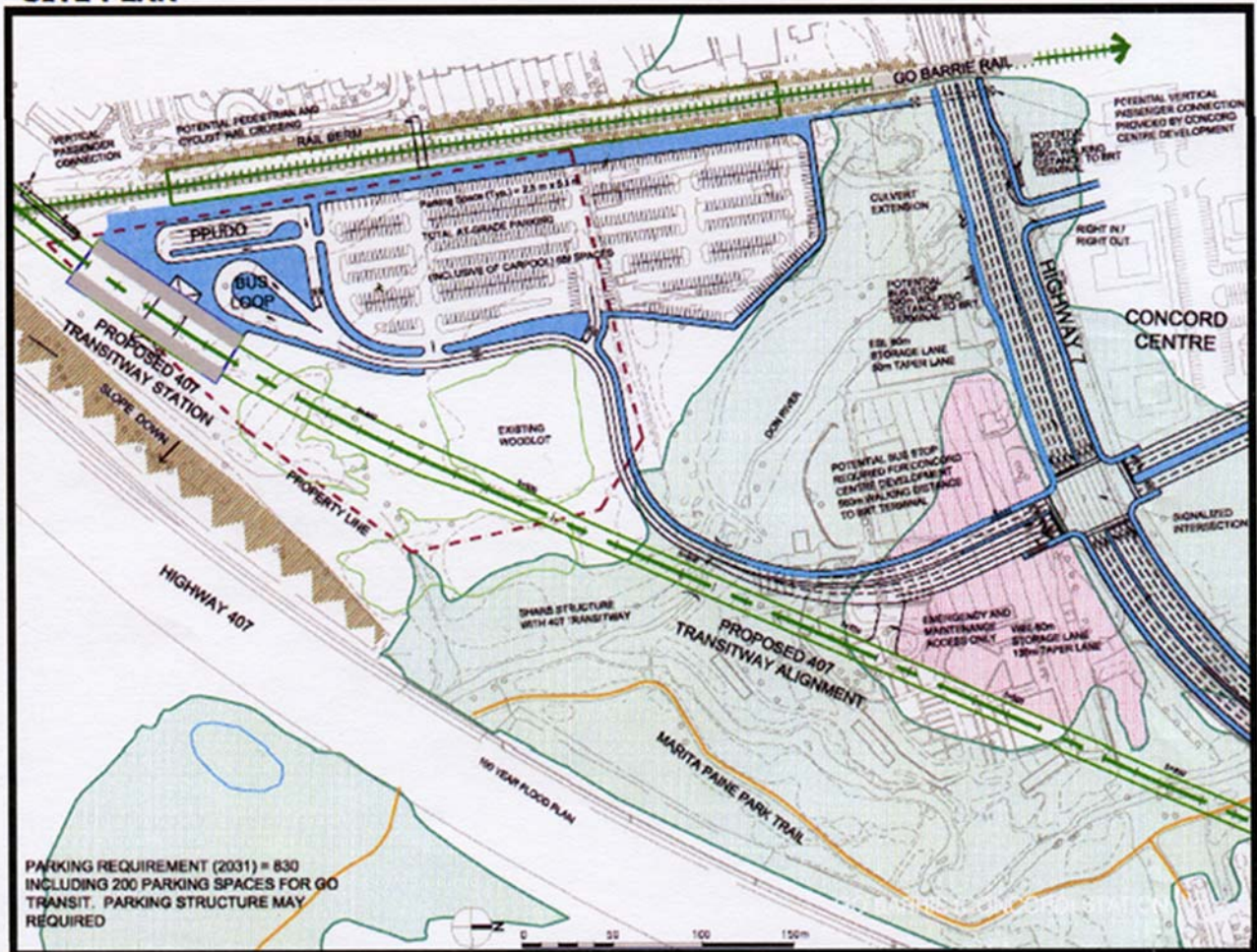
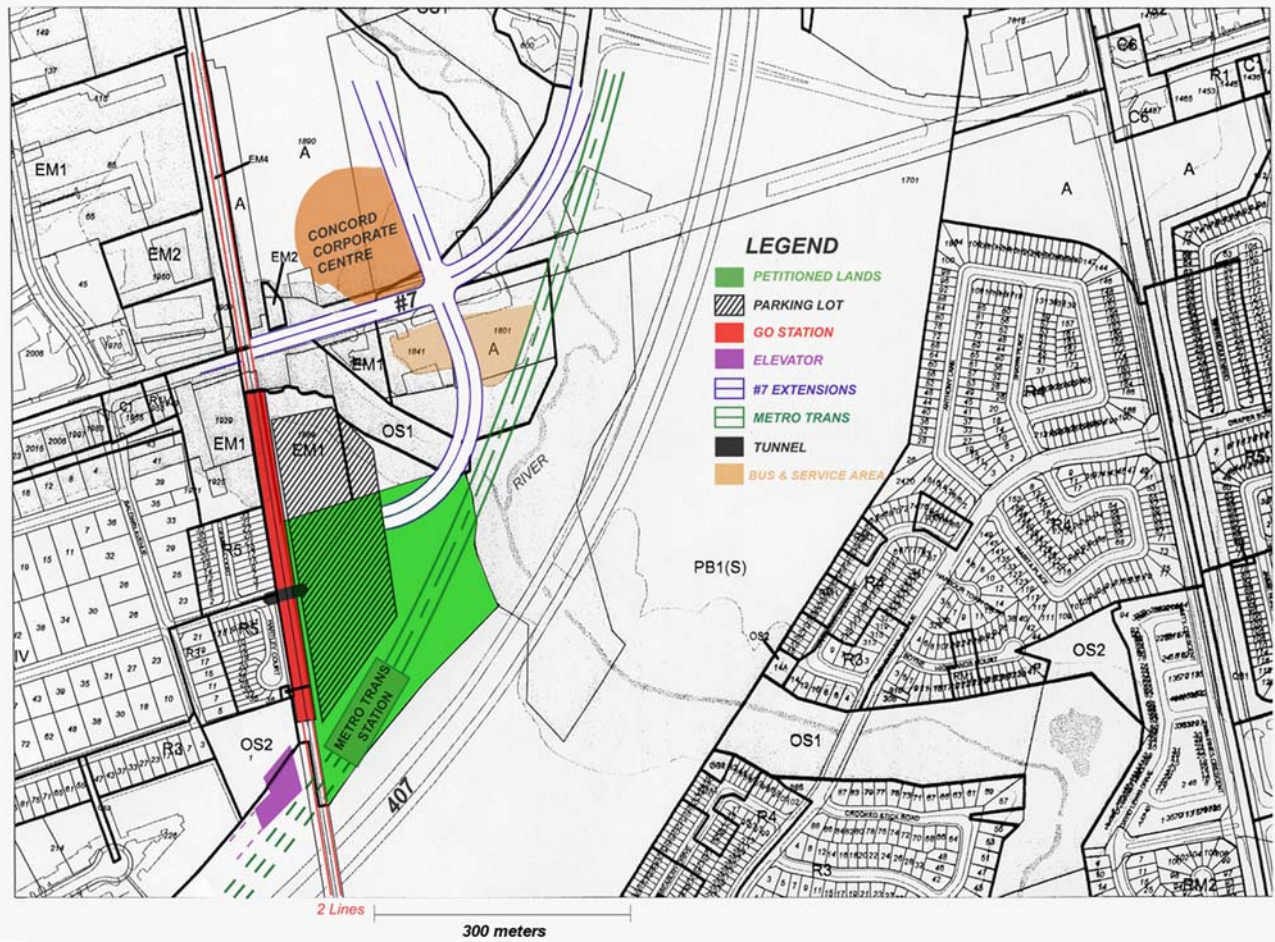


FIGURE 4



connect the so-called Concord Corporate GO Centre - to be located on the Concord Floral Lands on the north side of Highway 7 - with Highway 7. The apparent purpose of the southern branch of this new road would be to connect the said Concord Corporate GO Centre and Highway 7 to the parking, bus and drop-off facilities of the GO station parking lot.

- Also shown in **Figure 4** is a bus service, maintenance and emergency area (solid beige, **Figure 4**) that roughly corresponds to the area shown in pink in **Figure 3**, and occupies what at present are privately owned lands.

- Finally, the Design Concept also proposed to place an underground tunnel crossing the railway tracks at the end of Rockview Gardens (solid black trace in **Figure 4**). However, this was not designed to permit access by Concord West residents to the ORC greenland in question, since the latter effectively would be paved over by a parking lot, roads and a Metrolinx station; instead, the effective result (albeit unstated) of this underground tunnel, in the context of the Design Concept, would be to turn Rockview Gardens into another pick-up and drop-off point for the projected GO station. It was a tainted gift.

1.7. Constructive response of the community to the Design Concept planned by the OMT: unanimous approval of an alternative plan for the location of the traffic hub contemplated by the 407 Transitway Project

Cognizant at last of the plan intended for the occupation of these lands on the south side of Highway 7, the Concord West community justifiably felt betrayed by its local and regional councillors, the Vaughan mayors, and City, Metro and Provincial officials and planners (leaving aside mention of private planners) involved in the 407 Transitway Project. Publication of the Design Concept for the traffic hub in a few select newspapers and one obscure pdf online was deemed by the officials involved to be sufficient effort to inform the Concord West and Glen Shields communities. A 2007 mass-mailing reported to have involved 17,000 notices inexplicably failed to reach a single resident of the Concord West community.

However, being resilient and resourceful, and armed with a constructive spirit, the Concord West community set about to think through an alternative concept for the 407 Transitway traffic hub that would leave the ORC greenland under petition free for its rightful transfer to the TRCA. A Concord West Residents Ad Hoc Committee, comprising the Concord West Seniors Club and the Concord West Ratepayers Association, as well as other concerned residents, was formed to study this possibility with the help of a hired private town-planner who is also a specialist in environmental studies. Effectively, the community set about doing what, to begin with, should have been the job of the responsible public entities and the private consultants they hire. As a result, an alternative plan for the traffic hub was generated that effectively freed the ORC greenland under petition, so that it may be transferred to the TRCA as per the original request to Minister Duguid. The alternative plan for the traffic hub was unanimously approved in a General Meeting of the Concord West community, on August 24, 2010. At the same meeting, the community also called for a meeting (on September 14, 2010) of the Ad Hoc Committee with the relevant Provincial and Metro officials, in order to present to the latter the alternative solution to the projected traffic hub. The Concord West community also unanimously approved a letter to be sent to the new Ontario Minister of Infrastructure, R. Chiarelli, that reiterated the request to transfer to the TRCA

the ORC greenland under petition, and invited Minister Chiarelli or his mandated representative to attend the September 14, 2010, meeting with the Ad Hoc Committee. Also invited were R. Minnes for the OMT, the Metrolinx President, the Chairman and CEO of the Regional Municipality of York B. Fisch, the Chief Administrative officer of the TRCA B. Denney, and MPP Peter Shurman.

1.8. The September 14, 2010, meeting of the Concord West Residents Ad Hoc Committee with the relevant Provincial and Metro officials

In attendance at the September 14, 2010, meeting of the Ad Hoc Committee were: George Ivanoff, Senior Environmental Planner for the OMT; Gustavo Garron, Principal and Senior Project Manager at Delcan, a private consulting firm hired by the OMT; Dale Albers, Chief Communications Officer at York Region Rapid Transit; Mike Fenning for the TRCA; and Noah Ng for Peter Shurman's Office. No officials from Metrolinx, the Regional Municipality of York, or the Ontario Ministry of Infrastructure attended. Nor did Minister Chiarelli respond to the community's letter of August 25, 2010.

The meeting was judged productive by all the parties involved. The details of the presentation of the alternative plan will be discussed in the next section, since they form the body of the present submission. From the interventions of George Ivanoff, the community learned that the OMT took the proposed alternative plan seriously, and was promised by the OMT that the latter would assess with due diligence the technical, social and ecological merits of the alternative plan. Senior Planner Ivanoff also made clear that the decision of the OMI (in charge of the ORC jurisdiction) depended entirely upon the assessment made by the team headed by Project Manager Minnes. Senior Planner Ivanoff also informed the community and the TRCA that an environmental assessment was being conducted with respect to the entire area lying south of Highway 7, between the Concord West community and the Don River.

Repeated calls by Concord West seniors to Ms. Nicole Mills handling Minister Chiarelli's schedule ultimately resulted in a phone call (September 15, the day after the scheduled meeting) between Mr. Bruce Singbush (Director of Real Estate Policy at the OMI) and [REDACTED] (for the Ad Hoc Committee) which confirmed that the OMI position and response to the community's request for the transfer to the TRCA of the said ORC greenland is dependent on the recommendations made by the OMT following their assessment of the community's alternative plan.

2. The present submission of the alternative plan, unanimously approved by the Concord West community, for the location and articulation of the traffic hub required by the 407 Transitway.

2.1. The alternative plan, unanimously approved by the Concord West community, for the location and articulation of the traffic hub required by the 407 Transitway.

In essence, the alternative plan unanimously approved by the community on August 24, 2010, General Meeting preserves all the essential linkages, services and infrastructures required by the 407 Transitway Project, but leaves the ORC greenland

under petition free for transfer to the TRCA, and in addition requires no public purchase or expropriation of private lands south of Highway 7. The alternative proposal is shown in **Figure 5**. Its features are:

- Location of the GO station either (1) on the emplacement of the old Concord train station along the western border of parcel A of the Concord Floral lands, 1890 Highway 7 (see red lined box in **Figure 5**); or (2) under (built into) the projected Concord Corporate GO Centre slated to occupy the same parcel A (see solid red curved box in **Figure 5**); or (3), still further east, partially occupying the eastern parcel B of the same Concord Floral lands, the said parcel B being currently owned by the ORC/OMI.

- Location of the Metrolinx station on currently held OMT land on the southeast side of the intersection of Highway 7 with Centre Street (see box in green lines in **Figure 5**).

- Connection between the GO and Metrolinx stations via a 300-350 meter long elevated skywalk with escalators and moving walkways (see purple stapled box in **Figure 5**). This elevated walkway can also be used to permit safe pedestrian crossing of Highway 7 at Centre Street, permitting the timing of traffic lights in this intersection to be governed solely by the needs of vehicular flow.

- Location of the car parking lot and bus facilities (drop-off, pick-up and service) on the land running northward, on the northeast side of the intersection of Highway 7 with Centre Street (see black stapled box in **Figure 5**, and text indication in **Figure 6**). The proposed location provides better vehicular access along a portion of Highway 7 that is currently unencumbered by traffic bottlenecks.

- Retracing the route of the rapid-bus road or transitway connecting to the Metrolinx station to hug the 407 highway path (see lines in green in **Figure 5**), so as not to destroy the ORC greenland under petition, and minimize the proximity of bus circulation lanes to the Concord West community. The bus transitway may still have to be elevated, just not over the ORC greenland in question.

- Construction of an underground tunnel to cross the railway tracks at the end of Rockview Gardens (solid black trace in **Figure 5**), this time actually designed to permit access by Concord West residents to the ORC greenland in question and the Bartley Smith Greenway/Langstaff Ecopark. Along with this tunnel, (1) proper fencing-in of the railway line on both sides of the tracks should be undertaken for both safety and acoustic dampening purposes, and (2) a small bridge for pedestrian use should be rebuilt over the Don River, to permit access from the ORC greenland to the path of the Bartley Smith Greenway/Langstaff Ecopark, which lies to the east of the Don River.

2.2. The evident merits of the alternative plan proposed by the Concord West community

It is evident that the alternative plan proposed by the community does not require the construction of a road running south from Highway 7 to feed the facilities of a GO station. Nor does it call for the public purchase or expropriation of private lands on the south side of Highway 7. Above all, it frees the ORC greenland for its petitioned transfer to the TRCA, thus providing the Concord West community at last with (1) its greenspace, (2) safe access to this greenspace and to the Bartley Smith Greenway/Langstaff Ecopark, and (3) effective protection for the local ecology of the ORC greenland and for its continuity with the ecology of the Bartley Smith Greenway/Langstaff Ecopark.

FIGURE 5



FIGURE 6



The proposed alternative plan *locates the GO station where it should be*, on the Concord Floral property where, in the past, the Concord train station was located. *This is in agreement with OPA#660 (see **Figure 7**), and entirely avoids the destruction of the natural environment of the ORC greenland under petition.* According to OPA#660, the location of the GO station should occur within 400 meters *north* or south of Highway 7.

Unlike the Concept Design currently proposed by the OMT, the alternative plan is also in agreement with the publicly stated objectives of the 407 Transitway, and we quote: "to minimize adverse effects on the natural environment and minimize adverse effects on the social environment" (see **Figure 8**).

The alternative plan also locates the traffic hub, and in particular the GO station, where it is most convenient for commercial and industrial businesses, which are situated *north* of Highway 7, rather than locating it on top of a quiet residential neighborhood, where it will destroy the neighborhood's social, cultural and environmental fabric. Though unspoken, it is apparent that the OMT proposed location of the traffic hub south of Highway 7 benefits only the sale value of the present Concord Floral lands, being of no benefit either to its future purchasers and builders of the anticipated Concord Corporate GO Centre, or to the Concord West or Glen Shields communities. A GO station can easily be built into the Corporate Centre, especially since the Concord Floral lands are the subject of a re-zoning application to permit high density occupation on what is to this day agricultural land.

2.2. A comparison of the proposed plans

The lack of merit of the OMT-proposed Concept Design is multiple and extensive. Not only does it profoundly and adversely affect the social environment of the Concord West community, but it transforms the community into a traffic-hub environment. Crime statistics for areas surrounding train and bus stations are beyond dispute (see **Figure 9**): all crimes increase, ranging from petty crimes, theft, car theft to rape and murder. It is unconscionable that this fate has been undemocratically and nonsensically slated for the Concord West community.

Further, the OMT-proposed Concept Design needlessly destroys the ecological niche of the ORC greenland, and its continuity with the Bartley Smith Greenway/Langstaff Ecopark. It blocks the natural circulation of Concord West residents, and further severs the communication between the Concord West and Glen Shields communities. Even though the policy of the ORC is to sell public land to pay for the Provincial deficit, this cannot justify a senseless plan that, on top of everything else, involves public purchase (not sale!) of lands presently owned privately by Concord West residents and businesses. Moreover, it seems absurd that, for the sake of supporting the high-density re-zoning of the Concord Floral lands, the infrastructures that will be of direct benefit to its owner(s) have been moved to the *south* side of Highway #7.

The overall emplacement of a complex traffic hub along a curve – on the section of Highway 7 that curves north from the east-west axis of the highway's western portion – is also a poor urbanistic choice, a classical error in fact, since it will always have a tendency to create a bottleneck. This error is further magnified by the fact that this very section of the Highway is already one of the most congested. The result can only aggravate the existing bottleneck, which will be further compounded by the vehicular outflow from the north and south branches of the new wide road projected to intersect Highway 7 (as per **Figures 3 & 4**).

FIGURE 7

OPA's 660/661 area specific residential deferrals

- ❑ Two deferral areas (East – OPA 660 and West-OPA 661)
- ❑ The policy permitting residential land uses are deferred pending completion of review being carried out by Hemson Consulting



FIGURE 8



Transportation Solution Objectives

Transportation

- Enhance east-west cross-regional mobility >5-10 km
- Offer a faster, safer and more efficient way of moving people
- Maximize utilization of protected 407 Corridor
- Improve integration with regional transportation network
- Ability to increase capacity to meet additional travel demand

Land Use

- Improve accessibility to existing/planned major urban centres/nodes
- Increase support for a more compact urban structure

Natural and Social Environments

- Minimize adverse effects on the natural environment
- Minimize adverse effects on the social environment
- Reduce reliance on energy resources, reduce automobile dependence and gas emissions

Costs

- Increased cost-effectiveness of moving people in corridor



FIGURE 9

<http://www.statcan.gc.ca/pub/85-561-m/85-561-m2009018-eng.pdf>

Crime and Justice Research Paper Series
Neighbourhood Characteristics
and the Distribution of
Police-reported Crime in the City
of Toronto
by Mathieu Charron
Canadian Centre For Justice Statistics

“[violent crime and property crime] are inversely proportional to the number of manufacturing jobs and office jobs, **but their rates are higher in neighbourhoods where subways or train stations are located.**”

“...the **rates of sexual assaults and robberies are higher in neighbourhoods where there is a subway or train station.**”

“Motor vehicle theft rates are higher in neighbourhoods with higher proportions of children (under 15) and young men aged 20 to 29. They are also higher in neighbourhoods where access to socio-economic resources is limited **or where there is a subway or train station.**”

“**Mischief rates are also higher near subway and train stations, as are rates of sexual assault, motor vehicle theft and robbery.**”

Published by authority of the Minister responsible for Statistics Canada
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If these considerations alone should not have been sufficient for rejection of the existing Design Concept, there are others just as pertinent and egregious.

First off, there are the adverse health effects arising from the constant noise and pollution (vehicular and dust) that will assault the Concord West residents over the course of such a prolonged, massive construction project as that proposed by the Design Concept to be undertaken meters from their homes and concentrated at the confluence of four streets (Rockview Gardens, Gemma Court, Hartley Court and Baldwin Avenue).

Next, there is the fact that train and vehicular noise and pollution will continue in the Concord West community long after the construction may be over, with:

- (1) the operation of trains at the adjoining GO station;
- (2) the bus traffic in and out of the parking zone area and through the Metrolinx lanes and station;
- (3) car traffic into and out of the parking lot;
- (4) unending idling cars and taxis at the pick-up bay in the same parking lot area;
- (5) increased vehicular circulation through Hillside Avenue, Rockview Gardens, Southview Drive and Baldwin Avenue, the four larger streets of the community.
- (6) perhaps worst of all, the turning of our streets into another permanent parking lot, this being not just a problem of noise and pollution, but also the effective destruction of our streets and the end of their safety.

Another negative feature that, this time, concerns the overall Metrolinx plan, is the fact that the rapid buses being contemplated are diesel powered, and not electrical. So are the existing GO trains. Replacing car traffic with worse-polluting diesel powered trains and buses in the age of the electric train and electric buses seems nearsighted, to say the least. For the Concord West community this poor choice of diesel powered vehicles *simply emphasizes the conclusion that the Metrolinx route and station must be placed as far from the community as possible*. Well documented studies have cited the negative impact of high-usage diesel powered rail corridors (such as will be created by the proposed line's F59PH locomotives) upon the respiratory and cardiovascular health of individuals living in proximity to such installations. The entire concept of locating such a major diesel powered train and bus hub effectively within our community is not only alarming, but completely unacceptable to all residents of Concord West.

Then there is the fact that the projected GO Station, Metrolinx station and elevator complex all converge to the east and south of the small community park (Southview Park), which is currently predominantly used by toddlers and those seeking an outdoor exercise area for sports or gymnastics. The pollution, as well as the potential for catastrophic accidents - such as a train derailment - in such close proximity to family residences and children's play areas (see **Pictures B and C**) are evident risks that are vigorously refused by all members of the community. In fact, it has led the community to question the entire rationale behind the utilization of this segment of the Snyder Junction rail line for the main GO route, with its presently existing path passing so close to two residential communities. We should further note that it is bad enough that, in a constructive spirit, the community accepted in principle the existence of two GO railway lines if its alternative plan is to be accepted by the OMT. For the fact is that if these two lines are contemplated to be in operation every half-hour, such a schedule may well not be acceptable to the community, in particular, to the households located on Gemma Court and Hartley Court, immediately adjacent to the railway track. In this context, the

Picture B

Image illustrates proximity of the Southview Parkette to the proposed new GO rail lines. The black fencing delimits the eastern edge of the parkette. Note also that the rail line and the parkette lie at the same elevation.



Picture C

Looking out through the parkette fence (black bar seen at bottom of image) to the rail line.



community would appreciate if *the contemplated estimates for train frequency be made available*. Given reported noise level outputs of more than 10dB for such diesel powered locomotives, even the best acoustic-absorbent walls may not be sufficient to abate it. Likewise, the pylon-driving that would be necessary in the construction of the two-line GO railway may also be unacceptable to the community. Because of these considerations, *the community feels that a study of a possible partial detour of the GO line further to the east of its existing path may well be in order*. Perhaps the detour could coexist and be integrated with part of the rapid-bus path where it curves northward parallel to the 407, with one running above the other, rather than side by side. Such a solution could well be accommodated in the context of the alternative plan proposed herein.

Another troubling aspect of the OMT-proposed Design Concept concerns the question of the Don River flood plain. It is still unclear whether or not this Design Concept alters the existing flood plain, since the plan has no elevation markings. At the meeting on September 14, Senior Planner Ivanoff assured the community that this flood plain would remain as is, and that the ORC greenland in question is not really a part of the flood plain. To the community this does not seem to be correct. Parts of the said ORC greenland are graded into the flood plain, and must therefore be part of the natural flood plain and contribute substantial run-off. Be that as it may be ascertained by the current environmental assessment and the TRCA, one aspect of this problem has been of great concern to the community: the fact that the existing flood plain is already stressed and hardly able to handle water run-off, as was made apparent by the catastrophic August 19, 2005 flood. This only underlines the potential danger of the additional stress that would be put on the existing flood plain by the run-off from the projected parking lot and paved roads in the proposed traffic hub, not to mention the amount of pavement contemplated by the City of Vaughan to be laid down on the south side of Highway 7 in order to “beautify” that highway. These considerations alone would oblige the existing flood plain to have to be entirely remodeled, were the proposed Design Concept to be implemented.

In conclusion, taken in conjunction with the increased danger to our residents and their children from the massive influx of transit users who would daily be finding their way through our currently quiet residential streets - there is no aspect of this project, in its current location, that does not represent a clear and present danger to the Concord West residents, their social and natural environment, and the ecology of the Bartley-Smith Greenway. A comparison of most, but not all, features just discussed that contrast the OMT-proposed Concept Design with the alternative plan proposed by the community is shown in **Figure 10**. The alternative plan may have different possible resolutions, or even possibly be replaced by a better one with greater merit; but what the community has little doubt about is that the OMT-proposed Concept Design has no merit whatsoever, and should be scrapped. Thus, part of the aim of the present submission is to call on the OMT to rethink entirely the plan for the traffic hub, and to do so on the basis of its location *away* from the Concord West community and on the *north* side of Highway 7. Only this directive can ensure that the ORC greenland under petition for transfer to the TRCA will cease being hostage to a Metro and Provincial fast transitway plan that, in effect, in what concerns its Concord location, was poorly conceived and must be urgently corrected.

FIGURE 10

COMPARISON OF PROPOSED SOLUTIONS

PROPOSED BY CURRENT PLAN	OUR PROPOSAL
1. GO STATION: PLACED EAST OF CONCORD WEST COMMUNITY	1. GO STATION: PLACED INSIDE OR ADJOINING CONCORD CORPORATE CENTRE, NORTH OF HIGHWAY #7
2. METRO TRANSIT: DEPARTS FROM 407 PATH: COSTLY EXCAVATION	2. METRO TRANSIT WAY HUGS 407 PATH: SAVINGS
3. METRO-TRANS STATION PLACED SOUTHEAST OF CONCORD WEST	3. METRO TRANS STATION PLACED AT INTRSECTION OF #7 WITH CENTRE STREET
4. DESTRUCTION OF ORC LAND: ECOLOGICAL NICHE REPLACED WITH PARKING LOT, PICK-UP & DELIVERY BAY. LOTS OF TRAFFIC, POLLUTION FROM IDLING CARS AND NOISE.	4. PRESERVE ORIGINAL ORC LAND: ECOLOGICAL NICHE PROTECTED. NO PARKING LOT, NO POLLUTION, TRAFFIC OR NOISE
5. ELEVATOR AT SOUTHEAST CORNER OF CONCORD WEST	5. COVERED PEDESTRIAN WALKWAY BETWEEN GO STATION AND METRO TRANSITWAY STATION
6. EXPROPRIATION OF BUSINESSES ALONG HIGHWAY #7	6. NO EXPROPRIATION OF BUSINESSES OR PRIVATE LAND
7. LOCATION OF GO STATION AND METRO TRANSIT WILL RELEASE SOME 5000 PEOPLE INTO THE CONCORD WEST COMMUNITY DAILY CAUSING: <ul style="list-style-type: none"> • INCREASED TRAFFIC AND PARKING ON THE STREETS • INCREASED GARBAGE AND FOOD WASTE CONTAINERS • INCREASED NEIGHBOURHOOD CRIME 	7. LOCATION OF GO STATION AND METRO TRANSIT WAY IS OUTSIDE THE COMMUNITY. THEREFORE THERE IS - <ul style="list-style-type: none"> • NO INCREASED TRAFFIC OR PARKING ON THE STREETS • QUIET STREETS • NO INCREASE IN GARBAGE OR NEIGHBOURHOOD CRIME
8. COSTLY RECONSTRUCTION OF DON RIVER FLOOD PLAINS	8. NO MAJOR RECONSTRUCTION OF EXISTING FLOOD PLAINS
9. TUNNEL ACROSS END OF ROCKVIEW TO FACILITATE ACCESS TO GO AND METRO TRANS PASSENGERS	9. TUNNEL IN SAME PLACE FOR ACCESS OF CONCORD WEST RESIDENTS TO GREENSPACE
10. LIKELY TEMPORARY LOSS OF PROPERTY VALUES FOR A PERIOD OF 7 TO 10 YEARS (2015-2023)	10. NO LOSS OF PROPERTY VALUES
11. 7 TO 10 YEARS OF MAJOR CONSTRUCTION WORK TO THE EAST OF THE COMMUNITY: NO ACCESS TO EXISTING GREENSPACES	11. MINIMAL DISRUPTION WITH CONSTRUCTION WORK

2.3. The Concord West community requests Premier Dalton McGuinty to intervene and provide the effective conditions for (1) technical assessment of the alternative plan and (2) mutual dialogue between the community and the OMT.

As the alternative plan proposed by the community calls for the location of the traffic hub in part on the Concord Floral lands, the community also sought to relieve its alternative plan from being hostage to a *“fait accompli”*, given that the said Concord Floral lands, encompassing both parcels A and B, are currently bundled together in a single for-sale offer (see **Figure 11**). Regarding the application for high density re-zoning of the said lands, others have commented to the Vaughan Council that even though the proposed plan for the Concord Floral lands describes this area as the "Concord GO Centre", *there is no GO station to be located within this property*. This is stated in the concerns of the IBI Group (see **Figure 12**), on June 7, 2010, as a respondent to Vaughan Council. The Vaughan Council Meeting Minutes of the next day also lists the decision on the location of said GO station as "tbd", "to be determined".

Since (1) the OMT team reassured the community at the September 14 meeting that the alternative proposal for the location of the traffic hub would be considered by the OMT for its technical merit and feasibility; and (2) since the standing OMI position regarding the transfer to the TRCA of the said ORC greenland is dependent upon the technical recommendations of the OMT, the community sought protection from a higher decision-making instance. Thus, on September 22, 2010, the community requested Premier Dalton McGuinty to intervene by temporarily suspending the *sale of the ORC-owned Parcel B of the Concord Floral property north of Highway 7*, so that sufficient opportunity and time will be allowed (1) for the OMT to properly assess and analyze the alternative plan submitted by the Concord West Community, and (2) for the ongoing negotiation between the community and the OMT to come to fruition.

Hopefully the Premier will intervene, as requested, to undo the complex of domino dependencies that have placed what should be the greenspace of the Concord West community as hostage to a 407 Transitway megaplan, and made this depend in turn upon the undisclosed plans of the City of Vaughan for the Concord Floral lands, and ultimately placed the fate of the ORC greenland under petition as hostage to the sale of parcel B of the said Concord Floral lands. It is time for the interests and desires of communities to be placed before the designs of developers, planners and government officials, especially when these are obscure and result in urban and transportation solutions that harm both the social fabric of these communities and the natural environment that we should all treasure.

Presently, the community is also preparing a meeting with City planners and councillors, to discuss the entire nexus of problems connected with the City's plans for the entire area and the community's opposition to the existing Design Concept for a 407 Transitway hub, and to present the community's alternative plan described in this submission.

FIGURE 11



FIGURE 12

Attachment 1

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>#661 would permit a maximum FSI of 3.0 on these lands.</p> <p>10) These lands are located at the bottom of Kipling Avenue which is a dead end street.</p>	
43	<p>DATE: June 07, 2010</p> <p>RESPONDENT: IBI Group</p> <p>LOCATION: 1890 and 1870 Highway 7 West</p>	<p>The letter outlines 6 specific request as follows:</p> <ol style="list-style-type: none"> 1. The new Official Plan does not properly reflect the development limits of the property. 2. The Barrie GO line is shown as a "Proposed GO Transit Network" when it is an existing GO transit network. 3. Schedule 13-S should be amended to show a minimum 3.5 FSI on the lands in accordance with OPA #660. 4. Include a policy in the Official Plan 	<ol style="list-style-type: none"> 1) The Concord Floral site is currently an active file. The applicants question the Core Features designation of the Ontario Realty Corporation lands above the top of bank of the valleyland. The extent of the Natural Heritage Network beyond the valleyland will be determined through the development review process. 2. There is no existing GO Station at this location. The "Proposed GO Station" designation is consistent with Map 11 of the Region of York Official Plan. 3. The lands are subject to a future Secondary Plan Study as shown on 	<ol style="list-style-type: none"> 1) No change recommended. 2) No change recommended. 3) No change recommended. 4) No change recommended. 5) No change recommended. 6) See Recommendation in 1b) in the Staff Report

In conclusion, the Concord West community hereby formally submits to the OMT, in response to the Notice of Commencement of Transit Project Assessment Process published in the Thornhill Liberal on August 26, 2010, its alternative plan to the current OMT-proposed Concept Design for the 407 Transitway traffic hub. The community hereby requests that (1) the merits of its alternative plan be technically assessed in all of its relevant aspects (social, environmental, etc); (2) that a comprehensive environmental study of the overall area in question be conducted and released to the public as soon as possible; and (3) because of the extensive list of existing grievances (e.g. loss of access to greenspaces, potential loss of the ORC greenland, etc.) and of grave concerns regarding the proposed Concept Design, as voiced herein by the community, that the OMT team working on the 407 Transitway Project be directed to find a solution for *the traffic hub that does not locate it on the south side of Highway 7, nor makes it adjacent to the Concord West community.*

The community further requests the OMT to release the ORC greenland under petition, *so that the OMI may dispose of it by transferring its ownership to the TRCA*, and also requests the OMI to provide for the design and construction of the proposed tunnel that will give to Concord West residents safe access to greenspaces lying to the east of the community. Thereby, the community will be very grateful to OMT and its planning team.

Acknowledgements. The Concord West community wishes to thank Project Manager R. Minnes and his OMT team for having been forthcoming with all the information requested by the community, and for open dialogue with the community.

Respectfully submitted, and to the best of our knowledge, on September 27, 2010, by


President of the Concord West Seniors Club


Vice-President of the Concord West Seniors Club
Director of the Concord West Ratepayers Association


Acting President of the Concord West Ratepayers Association


Chair of the Concord West Residents Ad Hoc Committee

From: George Ivanoff (MTO)

To: [REDACTED]

Date: Fri, 26 Nov 2010 14:34:17 -0500

Subject: RE: Blanding's Turtle in Concord West re Submission to OMT

CC: Robb Minnes (MTO), Kathleen Wynne - MPP, Brian Denney (TRCA),
Mike Fenning (TRCA), Suzanne Bevan (TRCA), [REDACTED]
[REDACTED]
[REDACTED]

Delcan is the prime project management/transportation engineering consultant. They have a number of sub-consultants as part of their team, including LGL who are have conducted the environmental assessment work.

I would disagree that it is a conflict of interest for this team to assess your proposed alternative, as they have also assessed alternatives for all aspects of the design. The process of determining a "preferred alternative" includes examining a wide range of options for the actual running way of the transit line, the station locations, the number of stations required, the size and capacity of the parking associated with each station, plus many other variables. We assess each option against many criteria under the main heading of environmental, social and transportation. This assessment is what will be documented in the Environmental Project Report that will be made public in about a month's time. The assessment of the proposed alternative your group have put forth will also be documented.

I am sure that you understand that every alternative has some environmental or community impact. We are hoping that the alternative we select will have the least impact with the most benefit. Part of our plan will be to commit to a number of mitigation measures to lessen the potential impacts throughout the entire project. We have been working closely with all the appropriate regulatory agencies to develop a preferred plan and mitigation measures that will become part of our commitments going into detail design.

Thank you for your continued input into this planning work.

George

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

From: Dr. P. Correa (CWRAHC)

To: George Ivanoff (MTO)

Date: Fri 11/26/2010 1:51 PM

Subject: Re: Blanding's Turtle in Concord West re Submission to OMT

CC: Robb Minnes (MTO), Kathleen Wynne - MPP, Brian Denney (TRCA),
Mike Fenning (TRCA), Suzanne Bevan (TRCA), [REDACTED]
[REDACTED]

Dear George,

Thank you very much for your response, it is much appreciated since we all hold you in high esteem. I had to consult with both the Committee that I chair, the Seniors Club and the CWRA, before I could get back to you.

We are a bit unclear as to who is your consultant, but we presume it is Delcan. Could you confirm it?

We also wonder whether it is not a conflict of interest for the private consultant to carry out both the technical assessment and the environmental assessment, and wonder whether you can allay our concerns in this respect (and, yes, we understand that ultimately it is your call at the OMT). We are aware of O. Reg. 231/08, and certainly hope that the GO/Metrolinx project which we are objecting to will not be treated as being exempt from an individual (or class) EA.

Thank you for adding the materials we sent you to the formal submission.


We are also enclosing as an attachment the letter we sent to Minister J. Wilkinson of the OME regarding the EA, both for your information and files, and for your private consultant.

Best regards,


Chair, CWRAHC

Also per:


President, CW Seniors Club


President, CWRA

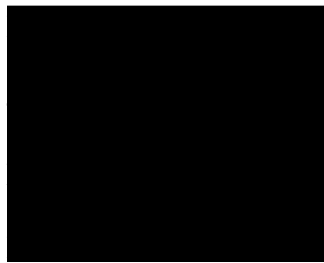
NB - I've copied this email to the new Executive of the CWRA, as well as to the TRCA



Phone: (416) 235-5481
Fax: (416) 235-3576

Central Region
Highway Engineering
Toronto/Durham
4th Floor, Building D
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

December 8, 2010



RE: Concord West Association Proposal for 407 Transitway Concord Station

As indicated by George Ivanoff in his e-mail of November 26, 2010, MTO's consultants have completed their evaluation of your proposal for the 407 Transitway's Concord Station. The attached text and exhibit document describes the development and evaluation of four alternative configurations for the facilities necessary at the Concord intermodal node including yours.

In the course of this alternatives analysis, the study team has incorporated the Concord West community's alternative proposals where feasible, basically placing the Metrolinx/GO platform north of Highway 7 and the 407 Transitway station east of the river valley towards Centre Street as in the red alternative.

The suggestion to curve the GO tracks to the east with a station on the curve is not practical as it does not meet the Metrolinx/GO alignment and station placement standards. Also, placing a park-and-ride lot north of Centre Street between Highway's 7 and 407 is not feasible as this land is being protected for a potential future ramp to Highway 407 and any access to the lot would be unacceptably close to the existing Highway 7-Centre Street intersection. MTO has included an alternative lot location further west to overcome this shortcoming and make the proposal suitable for evaluation.

The evaluation matrix shows the response of each alternative in terms of the key indicators reflecting the project's basic objectives. The team's conclusion from the findings is summarized in the supporting text. While clearly optimizing the response to the seamless transportation

needs at this node, the preferred configuration (Black Alternative) allows opportunities to mitigate effects on the surrounding communities and improve access to the valley lands.

Specifically, in terms of natural features, most natural riverbank vegetation and the adjacent woodlot are preserved. In terms of improved access to the valley lands the project includes the construction of a safe pedestrian crossing of the rail line, which does not currently exist and continuous access through the facilities from the Concord West community to the valley lands. The estimated cost of this access to the project will be in the order of one million dollars.

One additional point I wish to raise is that this property has been retained by the Province solely for this planned future transportation infrastructure. If not required for this purpose the table land would be sold for other uses and community access to the valley at this location could be lost.

Should you wish any further clarification on the MTO's recommendation we would be pleased to discuss them with you.

Yours truly

Robb Minnes
Project Manager

Cc Ms. Leslie Woo
 Mr. George Ivanoff
 Mr. Khaled El-Dalati

Alternative Station Layouts

Concord (GO-Barrie) Station

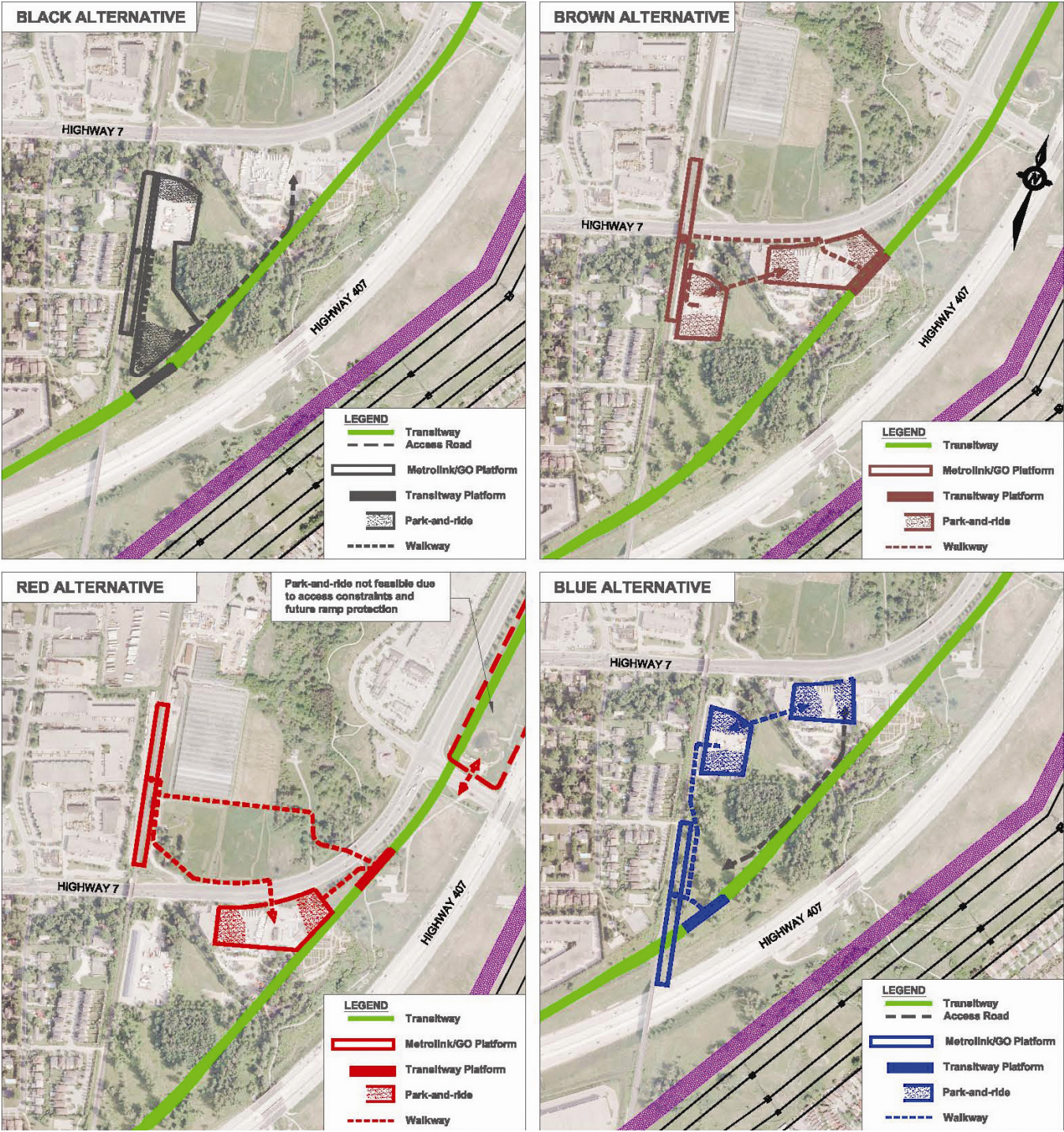
Based on the preferred more northern alignment described above, three primary **transitway station locations** were considered. These comprised use of either the vacant provincial land protected by MTO between the Metrolinx/GO right-of-way and the West Don River floodplain or a site east of the river and remote from the Metrolinx/GO Barrie Line. One of the eastern sites incorporated a station and facility location suggested by the adjacent Concord West community. The transitway station locations were combined with four potential locations for the GO Rail platform to generate the four site layout alternatives shown in Figure 5-10a and evaluated in terms of the project objectives in the matrix in Table 5-8. The red alternative layout represents the community’s suggested locations for the stations with the unfeasible park-and-ride location north of Centre Street replaced by a lot on private land closer to the station south of Highway 7.

For the remote locations, the only possible transitway station locations were opposite privately-owned land south and on the curve, of Highway 7 and further east between Highways 7 and 407 south of the Centre Street crossing. Both of these remote locations can only be served by parking and PPUDO access that is constrained in size and they would require a minimum 380-500 metre (450-560m average) walk by all transit users transferring between the 407 Transitway station and any of the GO Barrie rail service station locations (north or south of Highway 7).

In addition to this unacceptable, inconvenient transfer at a major network connection, the area between the flood plain and Highway 7 is not large enough for station ancillary facility needs (PPUDO, park-and-ride, bus transfer). Additional parking capacity can only be achieved by adding a lot on private land west of the river with a new river crossing to provide access. Walk-in distances from these parking facilities to northern GO Rail platform locations remain excessive. While all alternatives generally preserve flood plain and valley lands, an additional crossing is required to make parking either side of the tributary feasible.

Considering all factors assessed in the evaluation, the preferred Transitway/GO Rail platform configuration is the Black Alternative, with station support facilities on the protected provincial land immediately adjacent to the existing rail right-of-way. Development of this site configuration:

- Minimizes the walking distances for passengers transferring between the Transitway and GO Rail, the seamless north-south to east-west connectivity essential at this node;
- Places PPUDO and park-and-ride facilities conveniently close to platform access for both transit systems;
- Provides a reasonable parking capacity without intruding into the West Don River flood plains;
- Allows most of the natural riverbank vegetation and the adjacent woodlot to be preserved;
- Requires a support facility layout that minimizes effects on natural vegetation;
- Permits mitigation of noise and visual effects on the residential community west of the GO Line as discussed in Section 7;
- Preserves access from the residential areas to the valley lands by means of defined walkways through the station support facilities;
- Provides improved access to the Marita Paine Park Trail via the new river crossing.



OBJECTIVE	INDICATORS	Black Alternative GO platform South of Highway 7 Transitway Station adjacent to GO Rail ROW	Red Alternative GO platform North of Highway 7 Transitway Station south of Centre Street Overpass	Brown Alternative GO platform straddling HWY 7 Transitway Station between West Don River bridges	Blue Alternative GO platform immediately N of Hwy 407; Transitway Station adjacent to GO Rail ROW
Improve Mobility	Transfer Walking Distances (m)				
	Transitway platform to GO platform: Centre-Centre Minimum	275 130	560 505	445 380	75 30
	Park & Ride to GO platform: Centre-Centre Minimum	55 25	460 300	360 25/160	320/520 110/330
	Park & Ride to Transitway platform: Centre lot-Centre platform Minimum	275 130	465 320	155 30	320/520 275/480
	Viva stops on Hwy 7 to end of GO platform	250	215	220	465
	Viva Hwy 7 stops to Transitway platform (Viva platforms at proposed intersection)	100	75	20	340
	Number of park-and-ride spaces available	650-700	350-400	550-600	600
	Access to Park & Ride	35 m. long bridge over West Don R. tributary is required.	Not technically feasible from Centre St. due to traffic signal proximity. Lot SW of transitway station on Hwy 7.	Least access time to and technically feasible but internal queuing may be problematic	Second P&R lot requires bridge over West Don River tributary
	Convenience of passenger pick-up/drop- off (PPUDO)	Location very convenient	Not feasible due to intersection proximity	Feasible for Transitway; not feasible for GO	Location very convenient for Transitway but more remote for GO
	Convenience of local community shuttle bus access	Transfer platform adjacent to stations	Walk-in from on-street stops on Highway 7	Walk-in from on-street stops on Highway 7	Pick-up/drop-off in south parking lot remote from both stations
Minimize adverse effects on social environment	Area of publicly-owned vacant table land property occupied	55%	24%	24%	24%
	Proximity of GO platform to publicly- owned table land property	260 metres alongside	280 metres north	70 metres north	180 metres alongside
	Proximity of GO platform to residential land use south of Hwy 7	Full length adjacent to residential community. Mitigation of visual and sound effects required.	Full length within new northern development remote from residential community	Southern half of platform fairly close to residential community	Northern half of platform opposite residential community
	Effect of GO Station on planned mixed- use development north of Hwy 7	No effects as station is south of Hwy 7	Requires walkway through park and internal street and mitigation of interface along platform	Minor effect at south end of development	No effects as station is south of Hwy 7
	Effect on access to valley lands/trails	Walkway through station site to valley and existing trail will be provided in site layout	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses
Minimize adverse effects on natural environment	Effect on West Don River and tributary flood plain/valley lands	Flood plain generally preserved. Single new crossing combining transitway and access road.	Flood plain generally preserved. Single new crossing for transitway	Flood plain generally preserved. Two new tributary crossings serving parking and for transitway	Flood plain generally preserved. Two new tributary crossings serving parking and for transitway
Offer a cost-effective way of moving people	Effect of Transitway station location on transitway profile	Current profile; depressed Station with some retaining wall	Profile raised on high retaining walls toaccommodate elevated Station	Current profile; Station at grade.	Current profile; depressed Station with some retaining wall
	Highway 7 pedestrian bridge requirements	Bridge over highway for Viva to GO platform transfer requested by York Region	Long protected walkway and bridge over Hwy 7 required between GO and Transitway platforms	None	None
	Effect on station area infrastructure costs	Assumed as baseline infrastructure cost	Moderately higher than baseline cost due to park & ride property acquisition, raised transitway profile and walkway/bridge requirement.	Moderately higher than baseline cost due to park & ride property acquisition and a GO platform location requiring a new Hwy 7 rail bridge	Marginally higher than baseline cost due to park & ride property acquisition

From: [REDACTED]

Sent: Thursday, December 16, 2010 6:27 PM

To: Minnes, Robb (MTO)

Cc: leslie.woo@metrolinx.com; Ivanoff, George (MTO); BDenney@trca.on.ca; Khaled El Dalati; [REDACTED]
MastroJo@aol.com; dellaccio@netrover.com; djbacchin@gmail.com; kwynne.mpp.co@liberal.ola.org;
minister@mto.gov.on.ca; bchiarelli.mpp.co@liberal.ola.org

Subject: Re: Concord West Association Proposal for Transitway Concord Station

Dear Mr. Minnes,

Thank you for your letter and your evaluation of the alternatives considered by your team. As you will see from the attached response, we (I and the Presidents of the CW Ratepayers Association and Seniors Club) argue that you should re-assess our actual alternative.

Could you let me know when the entire document – from which you sent us the excerpt - will be publicly available (weblink?), and when the EA will come out?

Thank you.

Best wishes for a good holiday season,

[REDACTED]

Mr. Robb Minnes
Project Manager of 407 Transitway
Ontario Ministry of Transportation
4th Floor, Building D
1201 Wilson Avenue, Downsview, Ontario, M3M 1J8

December 10, 2010

Re. Concord West Residents' Proposal for 407 Transitway Concord Station

Dear Mr. Minnes,

Thank you for your letter of December 8, 2010, and the attached "Alternative Station Layout" analysis – which I presume is an extract of the anticipated environmental and technical assessment coming out in the last week of this month. I thank you also for the offer to further discuss this matter with you, but I regret to see that your analysis turned into a justification of the original Design Concept proposed by your private consultants and entirely rejected by our community. This hardly corresponds to the constructive spirit called forth during our meeting together with MPP Peter Sherman.

What your station layout analysis actually did

First off, I would like you to note that your evaluation of the community's Alternative Plan for the transit hub effectively failed to take place. What you call the Red Alternative was preselected, as you say, "where feasible", from our Alternative Plan. This preselection severely misrepresents our Alternative Plan. By way of this distortion you manage to:

1. Keep in the Red Alternative the same route of the rapid bus transitway that you originally had in the Delcan/IBI Design Concept. But that was *not* the case in our Alternative Plan, which kept that route closely parallel to the existing Highway 407 (see figures A and B below, and compare to your Black Alternative).

2. Place the Park-and-ride parking lot - in your Red Alternative - on the lands of the existing Angelo's Garden Center, which will require expropriation of private land. That too is *not* the case in our Alternative Plan, where the parking lot is placed along Highway 7 but north of Centre Street (see location #3 in figures A and B below), and does not require any expropriations. You suggest that our alternative location of the parking lot is not feasible "as this land is (a) protected for a potential future ramp to highway 407 and (b) any access to the lot would be unacceptably close to the existing Highway 7-Centre St. intersection". Regarding your first justification (a), you must know that *our Local Councillor Sandra Racco already expressed the wishes of both our community and the neighbouring communities of Glen Shields, Brownridge and Beverley Glen*, back in a letter of October 1, 2008. There, she refers to the fact that in August 2003, the Vaughan Council "resolved to request the Province and the 407/ETR to remove any plans for construction of an interchange at Highway 407 and

Centre/Dufferin Streets". Councillor Racco then rightly adds that "*the decision was based on an outcry of area residents opposing vehemently against such an interchange*". She also underlines the fact that the Commissioner of Engineering and Public Works agreed with the communities and Council. Regarding your second justification (b), it is apparent that if no 407 interchange were to be placed close to the existing Highway 7-Centre St. intersection, this intersection would be free to be properly widened to accommodate the location for a parking lot of the desired capacity, just north of Centre St. But this question of the parking lot seems to us to be a retrograde red herring used to distort our Alternative Plan into your Red Alternative. Indeed, *why in this day and age do we have to build parking lots as asphalt surfaces that cover a vast area of land?* The parking lot should never be a primary issue. The very idea of placing a parking lot with idling cars and Diesel buses next to a conservation area is preposterous, not to mention the resulting winter run-off of salt and sand to the Don River. *You can easily build the parking lot under the Concord Corporate GO Center slotted for the Concord Floral lands (see location #1 in figures A and B below), or build it in height in exchange for one of the towers planned for these lands.* In either case, *you can place it right next to the location of the GO station in our Alternative Plan.* Or, as we suggest below, do this and still *build another Park-and-ride next to the Metrolinx station* (see location #2 in figures A and B below).

3. You chose, with your Red Alternative, to place the GO station in a straight line, stating that the curved route (and station) that we proposed "does not meet the Metrolinx/GO alignment and station placement standards". This may well be correct, but, if you read our submission, it was *not the only placement suggested by our Alternative Plan*. We also provided as alternative the simple location of a straight station along the existing straight line tracks and exactly where the old Concord rail station was - as you have in the Red Alternative. But you should also note that a slight eastward curving in of the GO route does *not* imply that the station itself has to be curved! Furthermore, one is also left wondering *why the station platform that you propose is so long*, when the corresponding parking lot proposed by Delcan/IBI was to serve ~1,100 spaces. The existing Rutherford GO station serves nearly the same parking lot area (983+77 spaces), but has a platform length *>4 times smaller* than that which you apparently require for the Concord GO station. Even if the composition of future GO trains will double in size, your projected platform length seems excessive.

4. As a consequence of 1 and 2 above, you also displace the Metrolinx station further south and west than is proposed in our Alternative Plan.

5. You also claim, in the matrix, that our solution would require a raised profile to accommodate the transitway station. This too, is not part of our design, nor do we see it as being necessary.

As a result of these alterations to our Alternative Plan, and after having made the preselections that were of benefit to your argument, what you evaluated in your so-called "alternative analysis" *under the rubric of the Red Alternative was not the Alternative Plan proposed by the community*, but your own substitute. That is, to say the least, disappointing.

But perhaps it is not unexpected. For you proceed as if this matter were merely one of technical considerations, or could even be decided only on the basis of engineering preferences (that would operate like despotic dictates...). So, it is *your preference* to locate the GO/Metrolinx hub on the south side of Highway 7 and immediately adjoining our community to the east. If it *infringes on the traditional common rights of the community's* access to that greenspace, and worse, if it *destroys our community* - as we have argued it will with data from our own governmental services - well, that does not matter. If it *destroys the wildlife that barely survives in the Bartley Smith Greenway/Marita Payne Park Trail*, including *protected habitats in the very land in question*, well, that too does not matter. If it further *chokes this Greenway* at a point where it is already choked, too bad. Not even *the desire expressed by the TRCA to acquire this land* seems to be of any consequence! Yet, you claim that your Black Alternative minimizes adverse effects on the social and natural environments. It must surely be a joke, no?

To placate the concerns of our community and those adjoining it, you tell us that "most natural riverbank vegetation and the adjacent woodlot are preserved" in your Black Alternative. Well, Mr. Minnes, that is just *not true*. Even though you reduced the size of the parking lot by nearly half the number of spaces, your preferred Black Alternative *would still wipe out the western part of the ORC land in question* (black indeed). Moreover, your elevated rapid bus transitway will *cross right over the woodlot in question - not to mention over the existing flood plain*. And even though you substantially changed the access road from the original Delcan/IBI Design Concept (where it cut right through the middle of the woodlot), your new access road that now attaches to the transitway will still cut right through (presumably also above) the woodlot and *very near to the Upper Don River junction*. Effectively, to make the Black Alternative look better, you also altered it from what the published Design Concept shows, even if the alteration overall inflicts no lesser damage on the greenland in question, *since the alteration preserves the route of the transitway that deviates the most from the path of Hwy 407*. Lastly, in your Black Alternative, you make no mention of the elevator complex connecting the GO and transitway stations, as shown in the original Delcan/IBI Design Concept. You limit yourself to state in the matrix that the transitway station has a depressed profile and will require a retaining wall. It was this elevator complex that we replaced by the elevated skyway in our Alternative Plan.

In a similar vein, your letter and analysis also ignores the fact - to which I drew your attention in my email of November 8 - that *all of our local elected government officials have already stated that they fully support the two requests of our community* - that (1) the ORC land in question be transferred to the TRCA, and (2) the GO/Metrolinx hub be located on the north side of Highway 7.

Your assessment also fails to address a most pertinent question - *to whom is this transit hub of greatest use?* It sure as hell is not to our Concord West community. But it should serve (as our Alternative Plan more efficiently does) *the high-density development planned for the Concord Floral lands, and the commerce and industry that presently exist NORTH of Highway 7* -

not south, where there is *no* commerce or industry, only an old residential community and an endangered ecosystem. So, why not place the GO station there, on the *north* side of Highway 7, where commerce, industry and high-rise occupants can take ready advantage of it?? *You never once address this question in your alternative analysis.*

Just as medicine is an art and not reducible to science, so are technical and engineering problems secondary to the arts of government and responsible urbanism. What you call the preferred solution (the Black Alternative) cannot be imposed in total disregard of societal, cultural, urban and environmental considerations, as if the governmental and technical services of our open society had acquired stalinist powers to mow down the desires and best interests of the residents-voters-and-taxpayers, as well as the legal frameworks that protect human and wildlife communities. Our community is aware of the sad track record of GO/Metrolinx in smashing local communities and destroying lives. You are hereby put on notice that our community will fight against your Black Alternative with all the means at its disposal. Maybe you will then realize that *the choice of the preference that matters is always and first of all a political decision, and only secondarily a technical one*; or, put in other words, that the technical services of the government should serve the interests of the people, not their own - or worse still, those of private consultants hired by developers. In this context, I would like you to note that in your 4 alternatives (which do not include our Alternative Plan!), only the Red Alternative places *part of the hub* on the north side of Highway 7. *Your private consultants could not come up with any other alternative that located the hub on the north side of Highway 7.* That is a remarkable lack of imagination. But it makes one wonder about the legitimacy of having a provincial ministry be advised on a technical assessment by a private consultant (IBI) that was/is hired for the development of the Concord Floral lands. We may as well assume that your pending environmental assessment also produced by your private consultants will be equally lopsided.

Lastly, you do realize that while the ORC land in question was retained for possible use for transportation infrastructure, abandonment of this purpose will at last permit other proposals for its use - such as that put forth by our community, friends of the Bartley Smith Greenway and the TRCA - to move forward. While freeing the land in question is a matter of a political decision that may well be forced by environmental and wildlife protection of the existing ecological niche, the technical solution depends solely on the willingness of GO/Metrolinx and Viva/YRRT to give proper attention to relocation of their infrastructures, as our community has suggested they should do.

What the analysis of the Alternative Plan actually is

Attached below, you will find two figures (numbered A and B) that accurately represent the community's Alternative Plan, that is, the **Real Red Alternative**. For comparison purposes, we reproduced in the same page the figure of your Black Alternative. Also attached is a *correct evaluation matrix* that compares your Black Alternative with the Real Red Alternative.

The two figures A and B are equal embodiments of the Alternative Plan proposed by the Concord West community, one showing a straight-line GO station and the other a GO station displaced to the east by a slight track indentation (chosen angle of displacement is arbitrary). The transitway distance to the GO platform is shorter by over 200m compared to your falsified Red Alternative. It is not 560m, but as short as 330m (a 330m scale is shown by the white line in both figures), or as long as ~380m (if the GO track is kept straight).

Since we suggest three possible locations for Park-and-ride and PPUDO/Viva facilities (numbered 1, 2 and 3 in both figures A and B, with the PPUDOs being shaded in red lines), the distances of these facilities to either the GO platform or to the transitway station are effectively *even lower* than those of your Black Alternative. *There are, therefore, no excessive walk-in distances anywhere in the two embodiments of our Alternative Plan.* Moreover, the three locations easily permit a greater number of park-and-ride spaces - as required by the long GO platform and the number of spaces in the original Delcan/IBI Concept Design. However, if the GO platform does not have to be as long as in the original Delcan/IBI Concept Design - which was intended to serve a parking lot of 1,100 cars, and not the decreased parking lot of 700 cars that you now have in the matrix for your Black Alternative - then the problem of displacing the GO station eastward inside of the Corporate GO Centre is really another red herring. For you can then easily do so, especially if the displacement is relatively small (and it could easily be greater than we show in figure B).

Lastly, you should note that we do not believe that it is accurate to suggest, as you do in your matrix, that the cost of our solution will be moderately higher than baseline cost. The advantages conferred - in our Alternative Plan - to the developer of the Concord Floral lands by placing the hub under their Corporate GO Centre, could easily be traded off in exchange for the developer's partial defraying of the costs of construction of the hub and parking lot.

It is therefore evident that the Alternative Plan that we proposed:

- preserves the integrity of the Concord West community
- preserves the local ecosystem
- complies with the rights and aspirations of the Concord West community and adjoining communities
 - complies with the desire of the TRCA to acquire the ORC greenland
 - does not interfere with the West Don River flood plains
 - better serves the Concord Go Centre and commerce and industry located on the north side of Highway 7
- fully complies with the GO/Metrolinx objectives
- minimizes walking distances between stations and Park-and-ride or PPUDO
- proposes acceptable distances between GO and Metrolinx platforms
- does not require mitigation of noise and visual effects
- does not place idling cars and Diesel buses near the Bartley Smith Greenway or near the Concord West residential community

In light of the preceding, we ask that you reject your Black Alternative in favor of the community's Alternative Plan in either of its two embodiments. We also ask that you publish this response, as is, in the form of an Appendix to the report you are planning to release in the last week of December.

Thank you for your attention to this matter of grave concern to our community.

Sincerely,

[REDACTED]

Chair, Concord West Residents Ad Hoc Committee

also per: [REDACTED] President, Concord West Seniors Club
[REDACTED], Concord West Ratepayers Association

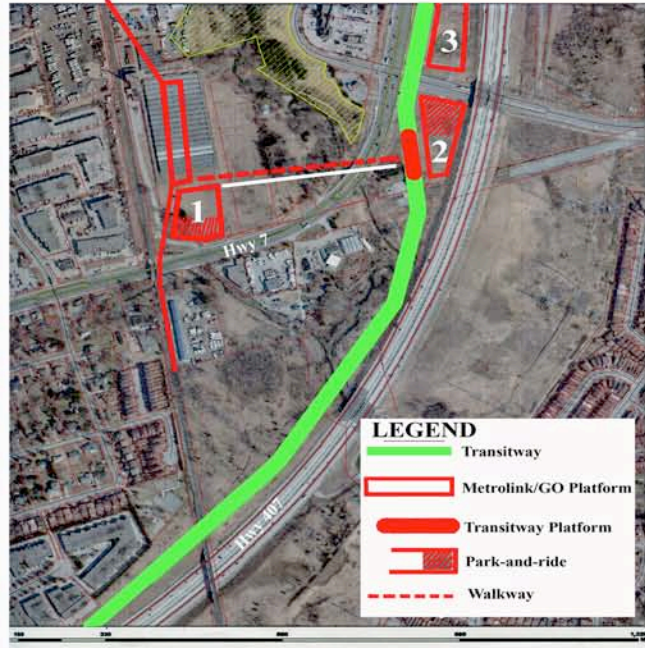
cc. Premier of Ontario D. McGuinty
M. Bevilacqua, Mayor of Vaughan
G. Rosati, Vaughan Regional Councillor
D. Schulte, Vaughan Regional Councillor
M. DiBiase, Vaughan Regional Councillor
S. Racco, Vaughan Regional Councillor
Robert Chiarelli, Minister, OMI
Brian Denney, CAO, TRCA
Kathleen Wynne, Minister, OMT
George Ivanoff, OMT
Leslie Woo, GO/Metrolinx
Khaled El-Dalati, Delcan VP

REAL RED ALTERNATIVE

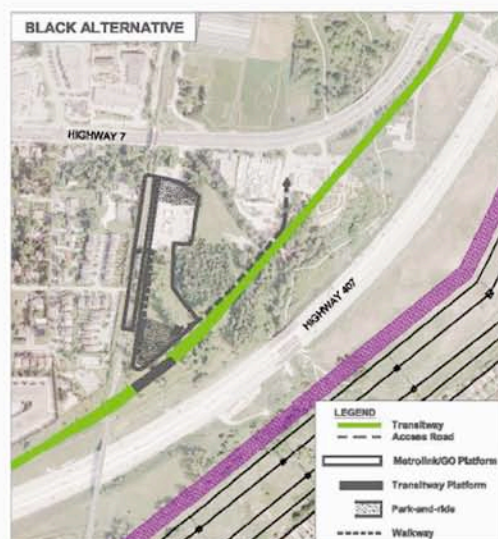
A



B



YOUR BLACK ALTERNATIVE



OBJECTIVE	INDICATORS	Black Alternative GO platform South of Highway 7 Transitway Station adjacent to GO Rail Row	Real Red Alternative Plan GO platform North of Highway 7 Transitway Station south of Centre Street Overpass
Improve Mobility	Transfer Walking Distances (m)		
	Transitway platform to GO platform: Centre-Centre Minimum	275 130	390 (straight station) to 330 (indented station) ~ 350 or less
	Park & Ride to GO platform: Centre-Centre Minimum	55 25	30 (contiguous, location #1) 25
	Park & Ride to Transitway platform: Centre lot-Centre platform Minimum	275 130	25 (contiguous, location #2) 25
	Viva stops on Hwy 7 to end of GO platform	250	215, if VIVA locates on south side of Hwy 7 25, if VIVA locates on north side of Hwy 7
	Viva Hwy 7 stops to Transitway platform (Viva platforms at proposed intersection)	100	25
	Number of park-and-ride spaces available	650-700	3 locations: #1 - 300, #2 - 200, #3 - >300 Total: 800 -900
	Access to Park & Ride	35 m. long bridge over West Don R. tributary is required.	Elevated skyway (<200m) that resolves pedestrian crossing at Hwy 7/Centre St. Skyway contiguous with walkway through park
	Convenience of passenger pick-up/dropoff (PPUDO)	Location very convenient	Location most convenient to business and high-rise development
	Convenience of local community shuttle bus access	Transfer platform adjacent to stations	Viva & GO can be adjacent on north side of Hwy 7; VIVA & transitway adjacent on south side
Minimize adverse effects on social environment	Area of publicly-owned vacant table land property occupied	55%	>20%
	Proximity of GO platform to publiclyowned table land property	260 metres alongside	< 200 metres east
	Proximity of GO platform to residential land use south of Hwy 7	Full length adjacent to residential community. Mitigation of visual and sound effects required.	Full length within new northern development remote from residential community. No mitigations needed.
	Effect of GO Station on planned mixed-use development north of Hwy 7	No effects as station is south of Hwy 7	Allows planned, but not yet approved, mixed use development north of Hwy 7
	Effect on access to valley lands/trails	Walkway through station site to valley and existing trail will be provided in site layout	Preserves existing greenspace and permits direct access to it by Concord West Community
Minimize adverse effects on natural environment	Effect on West Don River and tributary flood plain/valley lands	Flood plain generally preserved. Single new crossing combining transitway and access road.	Flood plain preserved. Transitway hugs Hwy 407
Offer a cost-effective way of moving people	Effect of Transitway station location on transitway profile	Current profile; depressed Station with some retaining wall	No elevated or depressed transitway station needed.
	Highway 7 pedestrian bridge requirements	Bridge over highway for Viva to GO platform transfer requested by York Region	Protected walkway and bridge over Hwy 7 required between GO and Transitway platforms
	Effect on station area infrastructure costs	Assumed as baseline infrastructure cost	No Park-and-Ride property acquisition. GO station and parking lot #1 can be built into Corporate GO centre. Likely lower cost than baseline.