

427 TRANSPORTATION CORRIDOR Environmental Assessment Study

CITY OF VAUGHAN
REGION OF YORK

INDIVIDUAL ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #2 SUMMARY REPORT

MAY 13 & 15, 2008



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1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. In order to realize the transportation objectives of the *Growth Plan for the Greater Golden Horseshoe*, MTO is completing an Environmental Assessment Study (EA) for the 427 Transportation Corridor that supports the Growth Plan.

The EA will address existing and short-term transportation problems related to the present Highway 427 terminus at Regional Road 7, truck traffic to and from the CPR Vaughan Intermodal Facility, and interregional traffic on Highways 7, 27 & 50. The primary objective is to address transportation issues in the area south of the Greenbelt and to facilitate planning and development.

The EA is being undertaken as an Individual Environmental Assessment under the *Ontario Environmental Assessment Act*. It is being conducted in accordance with the planning process documented in *The 427 Transportation Corridor Environmental Assessment Terms of Reference*, which was approved by the Minister of the Environment in November 2005. This document provides a framework to guide the preparation of the subsequent EA.

Public input is encouraged throughout the EA. Input is being facilitated through the project website (www.427corridor.com) and Public Information Centres (PICs).

2.0 PURPOSE

Public Information Centres are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information. Public Information Centres are part of the overall consultation program for projects and are designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input regarding the proposed alternatives.

The purpose of the May 13 and May 15 PIC was to review the study process, activities since the first PIC, assessment and evaluation of alternatives, technically preferred terminus location and route alternative and next steps in the study.

3.0 LOCATION, DATE, TIME

The PIC was held at the locations, dates and times noted below:

Date:	Tuesday May 13, 2008	Thursday May 15, 2008
Location:	Le Jardin Conference & Event Centre 8440 Highway 27 Woodbridge, Ontario	Caesar's Event Centre 12495 Highway 50 Bolton, Ontario
Time:	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.

An external agency session was held in advance of the PICs from 2:00 p.m. to 4:00 p.m.

4.0 NOTIFICATION

The PIC notice was advertised in the following newspapers:

Vaughan Citizen	May 1, 2008
Toronto Star	May 2, 2008
Brampton Guardian	May 2, 2008
Caledon Enterprise	May 3, 2008
Toronto L'Express	May 6, 2008

Notification of the PIC occurred through newspaper advertisements (as noted above), and direct notification letters mailed to the project mailing list (including agencies, municipalities, and members of the public).

A letter informing of the PIC, and soliciting feedback, was distributed by direct mail on April 29, 2008 to agencies and municipalities, members of the public, and potentially impacted property owners on the project mailing list.

5.0 STAFF ATTENDANCE

The following key Ministry and Consultant staff was in attendance at the PIC:

- Dean Kemper, MTO, Project Manager (outgoing)
- Lola Vaz-Rafearo, MTO, Project Manager (incoming)
- Chris Tschirhart, MTO, Senior Environmental Planner
- Natalie Rouskov, MTO, Engineering
- Will Mackenzie, MTO, Communications
- Pina Spatari, MTO, Real Estate Officer
- Lynn Barrie, MTO, Traffic
- Michael Chiu, McCormick Rankin Corporation, Consultant Project Manager
- Heather Templeton, McCormick Ranking Corporation, Transportation Engineer
- Mike Bricks, Ecoplans Limited, Senior Environmental Planner
- Mark Knight, Ecoplans Limited, Junior Environmental Planner

6.0 MATERIAL DISPLAYED

The following display boards were shown at the PIC:

- Introduction (text)
- Welcome (text)
- Background (text)
- Study Context (text and map)
- EA Process (text)
- Study Process and Schedule (graphic)
- Study Purpose (text)
- Interrelated Studies (text)
- Interrelated Studies (map)
- Analysis Area (aerial map)
- Summary of Public Information Centre #1 (text)
- Activities Since Public Information Centre #1 (text)
- New Western Alternative (map)
- Assessment and Evaluation of Alternatives (text)
- Terminus Locations (text and map)
- Evaluation of Terminus Locations (chart)
- Technically Preferred Terminus Location (text and map)
- Route Alignments (map)
- Western Route Alignments (map)
- Evaluation of Western Route Alignments (chart)
- Central Route Alignments (map)
- Evaluation of Central Route Alignments (chart)
- Eastern Route Alignments (map)
- Evaluation of Eastern Route Alignments (chart)
- Selected Route Alignments (map)
- Evaluation of Selected Route Alignments (chart)
- Rationale for Technically Preferred Route (text)
- Technically Preferred Route (map) x2
- Preliminary Design (text and graphic)
- Transitway (text and graphic)
- Preliminary Design (map)
- What's Next (text)
- Please Complete a Comment Sheet (text)

7.0 FORMAT

Individuals attending the Public Information Centre were asked to sign a register. They were informed of the availability of comment sheets, which they were encouraged to complete. Staff was available to answer questions and provide information regarding the study. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for an explanation of how the concerns or comments were being addressed. If individuals wished to take comment sheets home, they were requested to provide their comments to the address outlined on the comment sheet by June 13, 2008.

Copies of background reports and plans were available for reference to those who expressed an interest in a specific topic.

8.0 ATTENDANCE AND COMMENT SUBMISSIONS

External Agency Sessions

Eleven attendees chose to sign the registration for the May 13th session, and ten attendees chose to sign the registration for the May 15th session.

The May 13th session was attended by representatives from the Region of Peel, Region of York, York Transit, City of Brampton and City of Vaughan. The PIC was also attended by Mayor Linda Jackson, City of Vaughan. Numerous councillors from King and Vaughan also attended the PIC.

The May 15th session was attended by representatives from the Region of Peel and the Town of Caledon. The PIC was also attended by several councillors from the Town of Caledon. Media attended the PIC from the Caledon Citizen and Caledon Perspectives.

Public Information Centres

It is estimated that approximately 159 people attended the May 13th PIC. 144 attendees chose to sign the registration. It is estimated that approximately 73 people attended the May 15th PIC, with 58 attendees choosing to sign the registration.

Thirteen comment sheets were received at each PIC. One comment sheet was later received by mail.

9.0 SUMMARY OF COMMENTS AND RESPONSES

Twenty-seven comment sheets were received. **Tables 1** summarizes of all the comment sheets submitted and the written responses provided.

TABLE 1: SUMMARY OF COMMENTS AND RESPONSES		
Comment	Number of Comments	Response
1. Requested to be placed on mailing list	2	Added to mailing list
2. Requested a copy of display materials and any other information relating to this study	7	Display materials provided
3. Agree with need for the 427 Transportation Corridor and support the EA process	6	Thank you for your interest and comments regarding the 427 Transportation Corridor Environmental Assessment
4. Request that Highway 427 extend even further North.	6	In accordance with the province's Growth Plan for the Greater Golden Horseshoe, the northern limit of the study area is the southerly border of the Greenbelt; therefore, an expansion north is not being considered at this time.
5. Request to speed up the process	3	This EA study is expected to be completed mid-to-late 2009. Upon completion, once the Environmental Assessment Report has been approved by the Minister of the Environment, the project may proceed to detail design and construction. However, no construction timetable has been defined at this time.
6. Concern that all but the Western-most alignment would negatively effect the community of Nashville	1	Please note that the technically preferred terminus location for this EA study is Major Mackenzie Drive and technically preferred route is the Central Alternative. Given that the terminus location is Major Mackenzie Drive, we do not feel that there will be significant impacts to the existing community in Nashville.
7. Suggestion that the planning and infrastructure development is being "piece-mealed"	1	In accordance with the province's Growth Plan for the Greater Golden Horseshoe, the northern limit of the study area is the southerly border of the Greenbelt; therefore, an expansion north is not being considered at this time.
8. Request that Highway 427 be extended to Mayfield Road to alleviate traffic on Highway 50.	1	A Mayfield Road terminus was considered but not selected because: <ul style="list-style-type: none"> • It pre-determines/precludes a possible future extension, and/or connection with a proposed GTA West Corridor; • It results in additional environmental impacts (socio-economic, cultural and natural) without significant gain in meeting the study objectives; and • These impacts outweigh the slightly improved transportation operations when compared to the Major Mackenzie Drive terminus.
9. Request that Highway 427 be extended to Rutherford Road or terminated West of Huntingdon Road	1	A Rutherford Road terminus was considered but not selected because: <ul style="list-style-type: none"> • It does not support the ultimate CPR Vaughan Intermodal Facility expansion plans; • It is not compatible with other planned municipal road improvements; and • Significant traffic congestion would continue to exist on parallel municipal roads.
10. Thank you for the presentation	3	Thank you for your interest and comments regarding the 427 Transportation Corridor Environmental Assessment
11. Preferred Major Mac for terminal	2	Your support for the technically preferred terminus has been noted.

TABLE 1: SUMMARY OF COMMENTS AND RESPONSES

<i>Comment</i>	<i>Number of Comments</i>	<i>Response</i>
12. Questions regarding design, construction and operations	1	This EA Study is expected to be completed mid-to-late 2009. Upon completion, once the Environmental Assessment Report has been approved by the Minister of the Environment, the project may proceed to detail design and construction. The details regarding construction staging and timetable will be provided during detail design.
13. Question regarding ToR for GTA West Corridor EA Study	1	The GTA West Corridor EA Study is examining long-term transportation problems and opportunities in their study area, which does not predetermine a new highway facility. Upon completion of Stage 1 of the GTA West study, which is anticipated to be completed late-2009, recommendations regarding a transportation strategy will be provided.