

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

407 East Individual Environmental Assessment Community Advisory Group (CAG)

MEETING NOTES

CAG Meeting #10

CAG Member Attendees:

Jeannette Wiles
Jim Bate
Elizabeth Scumovich
Ralph MacKay
Linda Gasser
Ray Minard

Georg Krohn
Mike Wilson
Phil Brown
Libby Racansky
Doug McKay
Adrian Lambert
Rein Westerbaan
Shannon O'Keefe Circelli

Project Team Attendees:

Dan Remollino	MTO
Doug Allingham	TSH
Mike Delsey	TSH
Brenda Jamieson	TSH
Emma Docherty	TSH
Ian Dobrindt	GLL
Robb Ogilvie	OOC
Bev Warner	OOC

Date: March 21, 2007
Location: 300 Water Street
Whitby, ON
Time: 7:00 – 9:00 PM

Handouts

- CAG Meeting #9 Summary
- CAG Meeting #10 Presentation Slides

Previously Distributed Material

- CAG Meeting #10 Agenda
- Revised Screening Assessment Tables of Long List Route Alternatives
- Factor and Criteria Revisions and Rationale Table

Planned Agenda

Topic

1. Review of Previous Minutes
2. Project Status / PIC #2
 - a. Discussion / Questions
3. Alternatives Methods (Route Alternatives)
 - a. Final Short List of Route Alternatives / Modifications
 - b. Functional Planning Update
 - c. Brief Overview of the Evaluation Process
 - i. Methods
 - ii. Factors & Criteria
 - iii. Discussion / Questions
4. Consultation
 - a. Public Notification
 - b. Route Alternative Evaluation Workshops
 - c. PIC #3
5. Other Business / Questions and Answers
6. Next Meeting (s)

Please note that the presentation made by TSH are available for download at www.407eastea.com

Slide 2: Agenda

Issues:

- No issues were raised during this portion of the presentation.

Slide 3: EA Study & Schedule

Issues:

- No issues were raised during this portion of the presentation.

Slide 4: Public Information Centre #2

Issues:

- No issues were raised during this portion of the presentation.

Slide 5: Public Information Centre #2

Issues:

- No issues were raised during this portion of the presentation.

Slide 6: Additional Short List Route Alternatives Considered

Issues:

- How can the Project Team justify route alternatives within the Oak Ridges Moraine as feasible alternatives when others were eliminated, and these additional routes not carried forward because of their impacts to the natural environment?
- You said there was no difference in the soil types for the central mainline alternatives between those in the Moraine and those outside the Moraine. How can that be?
- Exactly – the most viable and valuable land is being removed by this highway.

Conclusions:

- Route alternatives within the Oak Ridges Moraine do not necessarily reflect greater impacts to the natural features associated with the Moraine. The Project Team has consulted with Conservation Authorities and Regulatory Agencies on these ‘additional’ routes and they concur that they should not be carried forward.
- The Oak Ridges Moraine is defined by terrain, it is a line based on the topography of the land and does not reflect any difference in the soils of these areas.
- The Project Team will create a screening table for these ‘additional’ routes that have been considered.

Slide 7: Final Short List of Route Alternatives

Issues:

- No issues were raised during this portion of the presentation.

Slide 8: Functional Planning Update

Issues:

- Are interchanges going to be a criteria in Table 1?

Conclusions:

- No, interchanges are part of each route alternative. They will be evaluated with the route alternatives based on the criteria in Table 1.

Slide 9: West Link and Highway 401

Issues:

- No issues were raised during this portion of the presentation.

Slide 10: West Link and Highway 401 – W3

Issues:

- Including interchange ramps at Audley Road have too great an impact on the community residing there, this has been shown in previous studies.
- Lake Ridge Road doesn't have an interchange now, why is it being put in now?
- Almond Village should just be removed, they're waiting for it and now with this interchange will be even more impacted.

Conclusions:

- The Project Team will be ensuring that impacts to the community surrounding Audley Road are addressed.
- The status/future of Almond Village is outside scope of this EA. There are still peoples homes there and the footprint of the interchange with Lake Ridge and the 407 link (east or west of Lakeridge Road) options do not impact upon it.
- Lake Ridge Road has been identified as potential location for an interchange as it serves major north-south traffic movement. Also, it is needed based on the spacing between the interchange to west, Salem Road and the interchange to east, Brock Street.

Slide 11: West Link and Highway 401 – W5

Issues:

- How does a partial interchange at Highway 2 constrain the transit corridor?

Conclusions:

- The Project Team will be configuring the transit stations and ramps to accommodate transit in these interchanges. Planning is being done to this level and the type of transit in use would be the constraint in these type of interchanges.

Slide 12: West Link and 407 East W24, W25 & W25

Issues:

- No issues were raised during this portion of the presentation.

Slide 13, 14, 15: West Link and 407 East

Issues:

- No issues were raised during this portion of the presentation.

Slide 16: 407 East Central Mainline

Issues:

- No issues were raised during this portion of the presentation.

Slide 17: 407 East – Ritson Road Area

Issues:

- The Regional Official Plan shows an interchange at Ritson Road, this plan doesn't.

Conclusions:

- The route and interchanges in the Regional Official Plan have no status. We are not including an interchange at Ritson Road at this time. We will be having further discussion with local and regional municipal staff regarding interchange locations. A number of factors are considered for interchange locations including the safety and operation of the highway. Although an interchange may be desirable from a Municipal / Regional perspective it may not be desirable from an overall operation perspective.

Slide 18: East Link and Highway 401

Issues:

- No issues were raised during this portion of the presentation.

Slide 19: East Link south at Highway 401

Issues:

- Have the OPG protected lands for their expansion?

Conclusions:

- When the Project Team spoke with OPG they were not sure of the extent of their expansion. The Project Team will continue to liaise with OPG to ensure that the 407 East, 401 widening and OPG expansion plans are co-ordinated.

Slide 20: East Link and 407 East E16, E17, E18 & E19

Issues:

- No issues were raised during this portion of the presentation.

Slide 21: East Link and 407 East

Issues:

- When will the CAG be able to see more detailed plans?
- Who can attend the Workshops regarding the evaluation processes?

Conclusions:

- When the Project Team has further refined the plans they will be available to the public.
- We must first confirm the number of attendees to the Workshop to determine if we can accommodate more.

Slide 22: East Mainline and Highway 35/115

Issues:

- No issues were raised during this portion of the presentation.

Slide 23: East Mainline and Highway 35/115

Issues:

- What type of areas are being considered and refined?

Conclusions:

- Areas where we can reduce impacts to natural environment features are being refined.

Slide 24: Evaluation Phase

Issues:

- What is 'reduced network efficiency'?

Conclusions:

- An example would be the connection to Highway 35/115 through the node of M42 (the most southern point where a route alternative meets Highway 35/115 and traffic from the 407 highway corridor would be required to stop before continuing north/south on the 35/115 highway). This connection would be less efficient because it would limit free flowing traffic and provide access to both highways without entrance/exit ramps, hence it would reduce operational and safety functions of the road.

Slide 25: Proposed Interchange and Transit Station Locations

Issues:

- Why are no interchanges included on Pebblestone Road?
- The east link connects with no 'Type A' arterial roads. Taunton and Bloor are the type A arterials and no interchange is shown there.

Conclusions:

- There is no approved EA for Pebblestone Road. Further review must be done regarding the interchanges and the impacts of having (or not) the interchanges we have identified.

Slide 26 onwards: Next Steps

- No issues were raised during this portion of the presentation.

Adjourn – 9:15 PM