



Meeting Report

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Project:	<u>407 East Environmental Assessment & Preliminary Design</u> <u>Joint Advisory Group Meeting #11</u>	Meeting Report No.:	11
TSH No.:	42-80390	Meeting Date:	June 18, 2008
Recorder:	E. Docherty	Meeting Time:	1:30 PM
		Report Date:	July 4, 2008

Note: If any of the contents of this meeting report differ in any respect from your own recollection of the points discussed or decisions reached, please notify us immediately. In the meantime, we will proceed in accordance with the understanding described herein.

Note: Comments and or questions put forth by members of the Advisory Groups are in italics with the response directly below.

Location: Durham Region Headquarters, Lower Level Meeting Room

Present: Agency Staff

- Mike Sone, GO Transit
- Steve Strong, MNR
- Jim Chan, CEAA
- Greg Wells, GRCA
- Laura Richards, TRCA
- Rob Hersey, CLOCA

Municipal Staff

- Janice Szwarcz, Clarington
- Leslie Benson, Clarington
- Evan Rodgers, Oshawa
- Darshpreet Bhatti, Oshawa
- Richard Holborn, Pickering
- Shahid Matloob, Pickering
- Tara Painchaud, Whitby
- Angela Gibson, Ajax
- Paul Gee, Durham
- Ramesh Jagannathan, Durham
- Chris Leitch, Durham
- Brian Weir, Peterborough County
- Steve Gaunt, Pickering

- Regrets:**
- David Zeit, Transport Canada
 - Warren May, MNR
 - Bohdan Kowalyk, MNR
 - Perry Sisson, CLOCA
 - Chris Strand, DFO
 - Anthony DiPietro, Durham Health Department
 - Bob Letts, OPP, 407 Detachment
 - Laura Delguidice, Dena Lewis, Laura James & Don Haley, TRCA
 - Melanie Schade & Mike Kim, OGS – MPIR
 - Mike Shaw & John Fischer, Env. Canada
 - Kitty Ma, Health Canada
 - Mark Peacock, GRCA

- Larry Cavanagh, Whitby
- Nestor Chornobay, Durham
- Gene Chartier, Scugog
- Faye Langmaid, Clarington
- Thomas Melymuk, Pickering
- Suzanne Beale, Ed Belsey, Bob Short, Whitby
- Gary Muller & Steven Rowe, Ajax
- Susan Siopsis, Durham
- Chris Bradley, County of Peterborough
- Ken Hetherington, David Bonsall & Terrance Edwards, City of Peterborough

- 407 Project Team**
- Dan Remollino, MTO
 - Dean Kemper, MTO
 - Sabina Mérey, MTO
 - Rita Venneri, MTO
 - Natalie Rouskov, MTO
 - Darlene Proudfoot, MTO

- Blair Shoniker, GLL
- Gillie Thompson, Ecoplans
- Karen Cooper, URS
- Brent Gotts, MRC
- Brenda Jamieson, TSH
- Doug Allingham, TSH
- Emma Docherty, TSH

Purpose: To provide both Advisory Groups with a status update on the Study's recent work and recommendations in advance of Public Information Centre #4, scheduled for the end of June.

Item No.	Description	Action By
<u>1.0</u>	<u>Introductions</u>	
<u>2.0</u>	<u>Agenda & Status Update</u> <ul style="list-style-type: none">▪B. Jamieson reviewed the meeting agenda and provided a quick overview of the major tasks undertaken by the Project Team since the presentation of the Technically Recommended Route (TRR) at PIC #3. These tasks included:<ul style="list-style-type: none">• Presentation of the Technically Recommended Route (June/July 2007)• November 2007 mailing to directly impacted property owners and initiation of Preliminary Design• December 2007 initiation of field work to support Preliminary Design• Identification, assessment and evaluation of Preliminary Design refinements and alternatives (February through June 2008)	Info
<u>3.0</u>	<u>PIC #4 & Preliminary Design Activities</u> <ul style="list-style-type: none">▪B. Jamieson highlighted the dates and venues for the fourth round of PICs.▪Brenda also highlighted the Preliminary Design work that had been done to determine a Technically Preferred Route and the material to be presented at PIC #4 including:<ul style="list-style-type: none">• Horizontal and vertical alignment of the highway and crossing roads• Right-of-Way (ROW) width and cross section• Interchange locations and configurations• Crossing road treatments (grade separations, closures)• Transitway corridor and transitway station locations• Local road realignments associated with the 407 transportation corridor (working with Regional & Municipal Staff)• Support facilities such as maintenance yards, stormwater management ponds, etc.• Potential mitigation measures (e.g. landscaping, noise attenuation, etc)	Info
<u>4.0</u>	<u>Route Refinements</u> <ul style="list-style-type: none">▪Brenda provided a quick overview of the seven (7) locations where refinements were evaluated based on stakeholder and agency comments and have been carried forward as part of the Technically Preferred Route as they were environmentally beneficial or neutral and technically advantageous.	Info

Item No.	Description	Action By
4.1	<u>Simcoe Street Interchange</u> <ul style="list-style-type: none">▪ Mainline shifted approximately 50 m to the north of the TRR to increase the separation distance between the 407 interchange ramp terminals at Simcoe Street and the Winchester Road / Simcoe Street intersection.▪ Refinement preferred because:<ul style="list-style-type: none">• Improves spacing between Winchester Road intersection and the Simcoe Street Interchange ramp terminal intersection• Avoids need to relocate high voltage transmission towers within hydro corridor• One (1) less property impact• Indirect impacts to a cultural heritage building reduced• Comparable impacts to natural environment	Info
4.2	Mainline - Harmony Road <ul style="list-style-type: none">▪ 407 corridor alignment shifted to the south between Harmony Road and Enfield Road.▪ Refinement preferred because:<ul style="list-style-type: none">• Significant reduction in grading requirements; cut requirements reduced from approximately 25 m to 8 m• Avoids need to relocate high voltage transmission towers within hydro corridor• Three (3) fewer residential displacements• Eliminates encroachment into Oak Ridges Moraine• Reduced impacts to watercourse and wetland area• No impacts to species of conservation concern• Comparable impacts to economic and cultural environments.	Info
4.3	Mainline - Enfield Road / Solina Bog <ul style="list-style-type: none">▪ 407 corridor alignment shifted to the north approximately 70 m in the vicinity of Solina Bog.▪ Refinement preferred because:<ul style="list-style-type: none">• Eliminates direct footprint impacts on Solina Bog, a unique groundwater feature• No impacts to species of conservation concern• Reduces impacts to wetland area• Comparable impacts to social, land use/economic and cultural environments.	Info
4.4	West Link - Taunton Road <ul style="list-style-type: none">▪ West Durham Link (WDL) shifted approximately 50 m to the east in the vicinity of Taunton Road▪ Refinement preferred because:<ul style="list-style-type: none">• Improves spacing between Lake Ridge Road intersection and WDL interchange ramp terminal intersection• Better accommodates Taunton Road profile revisions associated with grade separation at WDL• Avoids need to relocate high voltage transmission towers within hydro corridor• Two (2) less property impacts and two (2) less residential displacements	Info

Item No.	Description	Action By
	<ul style="list-style-type: none"> • Reduces impacts to existing business • Comparable impacts to natural and cultural environments 	Info
4.5 East Link - Highway 2	<ul style="list-style-type: none"> ▪ East Durham Link (EDL) shifted approximately 50 m to the west in the vicinity of Highway 2 ▪ Refinement preferred because: <ul style="list-style-type: none"> • Improves spacing between the local road intersections and the EDL interchange ramp terminal intersection • Less impact to areas of upland vegetation • Impacts less wetland area (evaluated and unevaluated) • Less impact to areas of specialized and/or sensitive wildlife habitat • Seven (7) fewer property impacts and three (3) fewer residential displacements • Comparable impacts to economic and cultural environments 	Info
4.5 East Link - Taunton Road	<ul style="list-style-type: none"> ▪ East Durham Link shifted approximately 70 m to the east in the vicinity of Taunton Road ▪ Refinement preferred because: <ul style="list-style-type: none"> • Improved freeway to freeway interchange configuration • No impacts to high quality vegetation units • Impacts less wetland area (evaluated and unevaluated) • Less impact to areas of upland vegetation and areas of specialized or sensitive wildlife habitat • Fewer crossings of Environmentally Sensitive Areas • Reduced impacts to agricultural operations • Comparable impacts to cultural environment and property 	Info
<u>5.0</u>	<u>Preliminary Design Alternatives</u>	
	<ul style="list-style-type: none"> ▪ Brenda provided a brief overview of the eight (8) locations where Preliminary Design alternatives were generated and evaluated, again based on stakeholder and agency comments. The alternatives and recommendations will be presented at PIC #4 as part of the Technically Preferred Route. 	Info
5.1 Brock Road/Highway 7	<ul style="list-style-type: none"> ▪ Two alternatives were developed for the future realigned Brock Road and Highway 7 connection: <ul style="list-style-type: none"> • Alternative 1: Highway 7 grade separated at Brock Road; connecting road provided • Alternative 2: At-grade intersection at Brock Road and Highway 7 ▪ Evaluation Results - Alternative 2 preferred because: <ul style="list-style-type: none"> • Improved connectivity between Highway 7 and realigned Brock Road • Reduced impacts to natural, social, agricultural and cultural environments • Reduced property impacts 	Info

Item No.	Description	Action By
	<p><i>How will Sideline 16 connect with Brock Road?</i> Sideline 16 will be realigned to connect to Highway 7 on the north side of 407. On the south side of the 407 corridor, Sideline 16 becomes Brock Road.</p> <p><i>What was the evaluation process used to determine which was preferred for the refinements and the alternatives?</i> Route refinements and Preliminary Design alternatives were comparatively evaluated and ranked as “more” or “less” preferred than the TRR, based on their net effects. (i.e. the same method as was used to determine the preferred route and detailed in the Alternative Methods report.)</p>	Info
5.2	Lake Ridge Road / Cochrane Street Interchanges <ul style="list-style-type: none">▪ Two alternatives were developed for the interchanges in the vicinity of the West Durham Link freeway-to-freeway interchange:<ul style="list-style-type: none">• Alternative 1: Partial interchanges at Lake Ridge Road and at Cochrane Street• Alternative 2: Full interchange at Lake Ridge Road; no interchange at Cochrane Street▪ Alternative 2 is preferred because:<ul style="list-style-type: none">• Improved system connectivity• Reduced impacts to natural, economic and cultural environments• Comparable property impacts	Info
5.3	Coronation Road Realignment at 407 Corridor <ul style="list-style-type: none">▪ Two alternatives were developed for the Coronation Road realignment at 407:<ul style="list-style-type: none">• Alternative 1: Larger realignment footprint for Coronation Road• Alternative 2: Smaller realignment footprint for Coronation Road▪ Evaluation Results - Alternative 2 is preferred because:<ul style="list-style-type: none">• Reduced crossing length of West Lynde Creek tributary• Less riparian meadow marsh community removed along tributary• Comparable impacts to social, economic and cultural environments	Info
5.4	Ashburn Road Realignment <ul style="list-style-type: none">▪ Two alternatives were developed for the realignment of Ashburn Road:<ul style="list-style-type: none">• Alternative 1: Realign Ashburn Road to the west; connect to Highway 7 east of Cochrane Street• Alternative 2: Realign Ashburn Road to the west; connect to Cochrane Street▪ Evaluation Results - Alternative 2 preferred because:<ul style="list-style-type: none">• Improved system connectivity and traffic operations• Perpendicular crossing of tributary valley• No residential buildings displaced• Comparable impacts to economic and cultural environments	Info

Item No.	Description	Action By
5.5	Rail Crossing on West Durham Link <ul style="list-style-type: none">▪ Two alternatives were developed for West Durham Link crossing of the existing CPR rail line north of Rossland Road:<ul style="list-style-type: none">• Alternative 1: 407 corridor over CPR rail line• Alternative 2: 407 corridor under CPR rail line▪ Evaluation Results - Alternative 2 preferred because:<ul style="list-style-type: none">• Slightly smaller encroachment into Lynde Creek tributary valley system• Removes a smaller area of vegetation• Reduced visibility of West Link from West Whitby community• Comparable impacts to social, economic and cultural environments	Info
5.6	Lake Ridge Road Realignment at Highway 401 <ul style="list-style-type: none">▪ Two alternatives were developed for the realignment of Lake Ridge Road at Highway 401:<ul style="list-style-type: none">• Alternative 1: Existing Lake Ridge Road alignment retained• Alternative 2: Lake Ridge Road realigned approximately 30 m to the west▪ Evaluation Results - Alternative 2 preferred because:<ul style="list-style-type: none">• Improved access to Almond Village• Improved constructability – Lake Ridge Road can remain open during construction• Insignificant change in impacts to natural, social, economic and cultural environments	Info
5.7	Regional Road 57 Interchange <ul style="list-style-type: none">▪ Two alternatives were developed for the Regional Road 57 Interchange:<ul style="list-style-type: none">• Alternative 1: Larger interchange footprint; based on 90 m radius inner loop ramps• Alternative 2: Smaller interchange footprint; based on 55 m radius inner loop ramps▪ Evaluation Results - Alternative 2 preferred because:<ul style="list-style-type: none">• Reduced impacts to natural, social, economic and cultural environments• Improved geometrics for transitway corridor	Info
5.8	Bethesda Road vs. Darlington-Clarke Townline Road Interchange <ul style="list-style-type: none">▪ Four alternatives were evaluated for the provision of an interchange on 407 between RR57 and Hwy 35/115:<ul style="list-style-type: none">• Alternative 1: Interchange at Bethesda Road; grade separation at Browns Road• Alternative 2: Interchange at Bethesda Road; grade separation at Darlington-Clarke Townline• Alternative 3: Interchange at Darlington-Clarke Townline; grade separation at Bethesda Road• Alternative 4: Interchange at Bethesda Road; grade separation for Concession Roads 6 and 7	Info

Item No.	Description	Action By
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- Evaluation Results - Alternative 3 preferred because:
 - Reduced impacts to social, economic and cultural environments
 - Comparable impacts to natural environment
 - Results in better interchange spacing between Regional Road 57 and Highway 35/11

5.9 Highway 35/115 Connection

- Two alternatives were evaluated for the connection of the 407 corridor to Highway 35/115:
 - Alternative 1: Freeway-to-freeway connection; Hwy 35/115 upgraded to freeway to Hwy 35/Hwy 115 split
 - Alternative 2: Trumpet interchange; no upgrades to Hwy 35/115 corridor
- Evaluation Results - Alternative 2 preferred because:
 - Reduced impacts to natural, economic and cultural environments
 - Fewer business and residential displacements
 - Improved constructability and maintenance of traffic during construction

Info

Does the traffic analysis for the 35/115 connection show any deficiencies by connecting in this way?

Info

MTO is continuing to advance purchase of properties in this area (407 connection to Highway 35/115 split). In the future, a potential separate study may be undertaken to review the Highway 35/155 corridor.

Have the changes that you are recommending been included in the Growing Durham plans as they influence adjacent land uses?

The changes proposed are minor; the largest change is the Harmony Road to Enfield Road refinement which deviates from the original route by a maximum of 170 metres. Our recommendations are subject to further review and comment by the municipalities, agencies and other stakeholders.

Regional staff indicated that the changes will be incorporated into the Regional Study and adjustments made as necessary.

6.0 Crossing Road Treatment Strategy

- Brenda gave an overview of the crossing roads through the Study Area noting that:
 - 3 roads are under MTO jurisdiction
 - 17 are under Regional jurisdiction
 - 40 are under local (Municipal) jurisdiction.
- Of the total of 60 crossing roads, Brenda noted that crossings were:
 - Interchanges are recommended at 18 locations
 - Grade separations are recommended at 23 locations
 - Closures are recommended at 19 locations

Info

Item No.	Description	Action By
	<p><i>When will the issue of a Thornton Road interchange and a Stevenson Road crossing be resolved?</i> A meeting is currently being arranged with City of Oshawa staff for late June to discuss these issues in more detail.</p> <p><i>Is a Townline Road crossing being developed?</i> We've confirmed that an interchange can be provided in the future but it is not being carried forward as part of the Recommended Plan.</p> <p><i>Will MTO be paying for the crossings?</i> The Ministry is required to 'replace' only what has been approved or what exists today. If there is a desire to protect for crossings with additional lanes, sidewalks, etc, but no approval is in place, then the Ministry would meet with municipal staff to determine a cost sharing plan.</p> <p><i>Future crossings, that are not precluded but that are not included within this EA, who would pay for those?</i> The cost sharing requirements for future crossings will be determined at the time when EA approval is obtained or during implementation / detail design phases.</p> <p><i>The 'whitebelt' area of Pickering is due to develop heavily with the Growth Plan projections and plans. Closure of roads will increase gridlock and we want to ensure crossings aren't precluded.</i> Typically, crossing at intervals of 600 to 700 metres are not desirable. While crossings are not precluded in the future within Pickering, the traffic analysis undertaken to date indicates that the proposed road network can accommodate the projected travel demands. Those results will be confirmed based on the updated population and employment projections for north Pickering. Elsewhere in the Study Area, some crossings are precluded based on constraints associated with topography etc.</p>	Info
7.0	<p><u>Highway / Transitway Support Facilities</u></p> <ul style="list-style-type: none">▪ Brenda highlighted the support facilities being protected along the corridor for both the transitway corridor and the highway corridor including:<ul style="list-style-type: none">• Transitway stations at most interchange locations• Two transitway maintenance yards, one in the vicinity of Salem Road and one east of Simcoe Street• Commercial vehicle inspection facilities (CVIFs) on the 407 Mainline, one eastbound and one westbound• Smaller CVIF lay-bys are proposed on both links• Two highway maintenance yards	Info

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	<p><i>No station is shown at Westney Road.</i></p> <p>The station here will be added to the plan; at this time we are still working on its size and shape.</p> <p><i>All facilities at Salem Road; will they be able to co-exist without causing traffic operation problems.</i></p> <p>Yes. We will continue to look at this in greater detail during the summer and into the fall.</p> <p><i>At Harmony Road there is a major topographical depression, will all facilities in this area be able to fit and work?</i></p> <p>Yes. We will continue to develop this in greater detail during the summer and into the fall.</p> <p><i>The transit line on the West Durham Link ought to extend south of the 401.</i></p> <p>We did look at the potential to extend the transitway. The Lynde Creek wetland area, the 401 highway and the rail line in the area will make a future station in this location difficult. Also, at this time there are no transit connections in this area for the 407 corridor to interact with.</p> <p><i>The Salem Road maintenance yard occupies future development land.</i></p> <p>We looked at a number of options for siting of each of the facilities. The ones shown are those that are the best fit operationally and with regard to accessibility. There will be future discussions with local staff to discuss options for integration of operations and the opportunity to reduce the footprint.</p> <p><i>Will the EA document and protect for these additional facilities including the transitway?</i></p> <p>Yes. The EA will document the need and the operation of these facilities and how they will interact with the local roads and the 407 corridor. The land will be protected and purchased as part of this EA.</p> <p><i>When will the existing 407 transitway be operational?</i></p> <p>We'll have to get back to you on that, Preliminary Design for the transit corridor on the existing 407 is underway but implementation dates will have to be confirmed.</p>	<p>Info</p>
8.0	<p><u>Preliminary Design Plan, Cross Sections, Potential Mitigation Measures and CVP</u></p> <p>▪ Brenda provided an example of the Preliminary Design plans that would be displayed at the PICs and detailed the cross sections for 407 highway corridor as:</p> <ul style="list-style-type: none">• 10 lane closed median with protection for HOV lanes from Brock Road to Harmony Road• 8 lane closed median with protection for HOV lanes from Harmony Road to the East Durham Link• 6 lane open median with protection for HOV lanes from the East Durham Link to the Highway 35/115 connection• 6 lane closed median with protection for HOV lanes for the West Durham Link• 6 lane open median with protection for HOV lanes for the East Durham Link	<p>Info</p>

Item No.	Description	Action By
	<p>▪ Brenda noted that the right-of-way (ROW) does fluctuate in some areas because of the topography of an area and that the HOV is likely protected for within the ultimate conditions only. <i>If the implementation strategy goes to a private firm for building and operation, will the conditions of the EA be included in contracts to implement?</i> Yes. The EA commitments will be incorporated into any contracts developed for the implementation of the corridor. <i>What is the transitway cross section?</i> Initially, it is envisioned that a 2-lane road will be constructed within the transitway corridor to accommodate buses. Ultimately, the corridor could accommodate light rail transit. The timing for implementation of the transit corridor is not known; a full TESR will be undertaken for it once timing is known. <i>Who is responsible for designation of HOV lanes within the existing 407 corridor?</i> HOV was protected for the existing 407 corridor. Details are within the operating agreement with regard to implementation/timing etc.</p> <p>▪ Brenda highlighted some potential mitigation strategies that could be implemented and provided an overview of the Community Value Plan and the recent introductory session and how the comments received through the CVP process would be incorporated into the Preliminary Design work and the EA.</p>	<p>Info</p> <p>Info</p>
9.0	<p><u>CEAA Process, Study Schedule and Next Steps</u></p> <p>▪ Brenda touched on the CEAA process noting that it is likely the 407 would be undertaken as a Comprehensive Study and that the Responsible Authorities had been identified. <i>Note</i> – subsequent to this meeting, The project as scoped will be undertaken as a Screening under the CEAA process.</p> <p>▪ Through the next steps (after PIC #4) Brenda indicated that the Project Team would be undertaking a number of consultation activities and furthering the finalising of the Preliminary Design plans. Included in tasks to be undertaken during the next phase are:</p> <ul style="list-style-type: none"> • Review and respond to comments • Proceed with the preliminary design activities for the Technically Preferred Route (TPR) • Finalize the Technically Preferred Route based on comments received • Finalize the location of support facilities, including transitway stations, maintenance/patrol yards and commercial vehicle inspection facilities • Conduct the impact assessment for the Recommended Design • Identify mitigation and compensation measures for the Recommended Design • Prepare for Community Value Plan workshop(s) • Meet with Advisory Groups, communities, other stakeholders, etc 	<p>Info</p>

Item No.	Description	Action By
	<ul style="list-style-type: none">• Contact all directly impacted property owners• Prepare for the next round of PICs <p><i>Will the implementation of the corridor be achieved by 2013?</i> We are working to achieve that date, specifically with respect to filing the EA report by June of 2009. It is important to recognise however that we do not control the timing for EA approval.</p> <p><i>Will detailed design be initiated before EA approval is granted?</i> Work could be done in advance of EA approval, obviously ‘at risk’.</p> <p><i>Municipal staff need the traffic used to support the road closures etc and will need at least two months to review it and comment.</i> The Project Team recognises the importance of distributing this data to municipal staff for review and is working to get it to you as soon as possible. We’ve had to make some changes and re-run the models to account for Regional plans and conformity exercises.</p> <p><i>Will the traffic work support the recommendations with regard to closures?</i></p>	Info
	<p>Yes; we have assessed the future travel demands associated with the proposed road closures and have determined that the parallel roadways can accommodate any additional traffic that would be routed to them as a result of the closures. Many of the roadways that have been proposed to be closed carry very little volume today, thus the impacts in terms of diverting traffic is minimal. Our assessment has also considered such factors as accessibility for emergency service providers. We have undertaken consultations with local emergency services as part of our assessment to ensure that acceptable service can be maintained to areas affected by the road closures.</p> <p><i>What consideration was given with regard to the Westney Road realignment?</i> We have reviewed the Region’s Feasibility Study and a number of options developed through that Study are still feasible.</p> <p><i>Are the PIC panels/presentation material from today available to help us generate Council reports before Councils break for summer?</i> The panels will be available shortly and will contain the same information as presented here. The presentation will be distributed immediately.</p>	Info
	<p>The meeting adjourned at approximately 3:30pm END OF MEETING RECORD.</p>	

Distribution: Attendees
Regrets
File