



Ministry
of
Transportation

Ontario

407 East Individual Environmental Assessment

Community Advisory Group (CAG)

MEETING NOTES

CAG MEETING #9

CAG Member Attendees:

Jeanette Wiles
Adrian Lambert
Linda Gasser
Ralph McKay
Michael Baker
Libby Racansky
Ray Minard
Bradford Soles
Philip Brown
Elizabeth Shumovich
Reema Khanna*

*att. On behalf of Kris Barnier

Project Team Attendees:

Dan Remollino MTO
Linda Fischer MTO
Doug Allingham TSH
Mike Delsey TSH
Sabeen Khokhar TSH
Emma Docherty TSH
Ian Dobrindt GLL
Charlotte Young OOG
Debbie Clayton OOG

Date: November 15, 2006
Location: 300 Water Street
Whitby, ON
Time: 7:00 – 9:00pm

Finalized: Dec. 19 2006

Handouts

- JAG Meeting Minutes
- CAG Meeting #9 Agenda
- CAG Meeting #9 Presentation Slides
- Route Alternatives Screening Tables – November 13, 2006
- Route Alternatives Constraint Mapping

Planned Agenda

Topic

1. Project Status
2. Alternatives to the Undertaking – Status
3. Upcoming PICs
4. Environmental Fieldwork and Constraint Mapping
5. Alternative Methods (Route Alternatives)
 - a. Review of Process
 - b. Long List of Route Alternatives
 - c. Review of Screening Results
 - d. Short List of Route Alternatives
 - e. Review of Evaluation Methodology for Short List
6. Community Value Plan
 - a. Purpose
 - b. Upcoming Activities
 - c. Known community groups
 - d. Representatives
7. Schedule
8. Other Business / Questions and Answers
9. Next Meeting(s)

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

Project Status

Issues:

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

Alternatives to the Undertaking

Issues:

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

Upcoming PICs

Issues:

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

Environmental Fieldwork and Constraint Mapping

Issues:

- Should fieldwork be completed in advance of developing the long list of routes was raised.

Conclusions:

- Completion of all of the fieldwork updates are not necessary for the generation of the long list of routes, as they were developed using the criteria previously reviewed and confirmed by this group. The routes were also assessed based on secondary source data which formed part of the existing conditions reports.

Alternative Methods (Route Alternatives)

- a. Review of Process
- b. Long List of Route Alternatives
- c. Review of Screening Results
- d. Short List of Route Alternatives
- e. Review of Evaluation Methodology for Short List

Issues:

- There was supposed to be recognition of “avoid” as per criteria set in the ToR when screening the routes.

- Will the failure to achieve permission to enter some properties result in “gaps” in the fieldwork data and were the people declining either absentee landowners or were they hoping to “stop” the project by not granting access to their property?
- Using existing roads as route alternatives.
- The impact of the Planning work done and being done by the Town of Whitby. (eg. West Whitby Study)
- Consideration of the proposed Pickering Airport in the assessment of alternatives.
- Consideration of a transitway as it relates to lane requirements.
- The ranking sheet handed out for the routes at the PICs is perhaps unclear and too complicated for the general public.
- Colour maps of the routes should be provided at the PICs so attendees have something to take home and study.

Conclusions:

- The principal of “avoid” was used when generating the routes. The screening phase is to determine which of the generated routes on the long list are options that are simply not feasible and should not be carried forward for more detailed assessment.
- The declines for permission to enter will not result in substantial information gaps. Fieldwork is to confirm or update existing information. There will not be areas we don’t have information for. Many of the properties that we do not have permission to enter for are numbered businesses. We do not ask why we are not permitted to enter a property but it is likely that some residents feel that if we can’t study their land, they will be holding up the EA. This was noted in the letter which went to residents. We will try to clarify for residents in the future that this is not the case.
- The existing Lakeridge Road is on the long list of routes. However, if a route is chosen on an existing road, the capacity of that road in the local system will have to be provided elsewhere because an arterial and freeway perform two distinct functions.
- The Town of Whitby has done and is doing land use studies for West Whitby. These studies represent their own “homework” and the land use will not be considered in this EA. Where they have identified route alternatives for the north-south link that are feasible, we have included them in the mapping and assessment of routes.
- The Pickering Airport proposal has no status at this point, so it is not considered as anything other than context for this study.
- Transitways are in addition to the lane requirements that have been presented. A transitway would be in a separate and distinct corridor next to the freeway. This is why we have protected a 170m corridor (110m for the freeway and 60m for the transitway).
- The ranking sheets will be clarified for attendees at the PICs.
- Coloured maps of the routes will be provided as hand-outs.

Community Value Plan

- a. Purpose
- b. Upcoming Activities
- c. Known community groups
- d. Representatives

Issues:

- Asking rural communities to rank the importance of the factors when water issues (wells etc.) have not been separated out from the other natural environment factors. When grouping this issue under the natural environment factor minimizes its importance.

Conclusions:

- Ranking water as a separate issue requires further discussion.

Schedule

Issues:

- There were no issues raised as a result of the presentation.

Other Business / Questions and Answers

Issues:

- Clear explanation of the policy language between the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Growth Plan etc. should be provided for the public to understand what the relevant policies mean for this project
- Noise impacts on wildlife should be included as part of the evaluation.
- Providing the long list and constraint mapping on CDs to the CAG.
- Presentation updates to local councils and CAG being notified of them.

Conclusions:

- Both the ORMCP and Greenbelt plan will be available for viewing at the PICs. A fact sheet has been developed regarding the language between the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan. Perhaps one should be created for the Growth Plan.
- Noise impacts on wildlife are included as part of the evaluation (Next Steps).
- The long list maps and the constraint mapping will be provided on CD to the CAG once finalized.
- The team will notify the CAG of updates to be made to local councils, when they are requested. We have already been requested to hold a few presentations.

Next Meetings

Issues:

- No issues were raised as a result of the presentation.

Conclusions:

- The next meeting is planned for January 2007.

Adjourn – 9:00pm