

# **427 TRANSPORTATION CORRIDOR Environmental Assessment Study**

CITY OF VAUGHAN  
REGION OF YORK

INDIVIDUAL ENVIRONMENTAL ASSESSMENT

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## **PUBLIC INFORMATION CENTRE 3 SUMMARY REPORT**

APRIL 22 & 23, 2009



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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](http://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 third set of PICs, held on April 22 and April 23, 2009, allowed residents and members of the public an opportunity to review activities undertaken since PIC #2 in May 2008. This includes refinements to the preferred alternative, preliminary design, impact assessment and mitigation measures.

## 3.0 LOCATION, DATE, TIME

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

Date:	Wednesday April 22, 2009	Thursday April 23, 2009
Location:	<b>Le Jardin Conference &amp; Event Centre</b> 8440 Highway 27 Woodbridge, Ontario	<b>Caesar's Event Centre</b> 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 PIC from 3:00 p.m. to 4:00 p.m.

#### **4.0 NOTIFICATION**

The PIC notice was advertised as follows:

- Caledon Enterprise                      Saturday, April 11, 2009
- Toronto L'Express (French)          Tuesday, April 14, 2009
- Brampton Guardian                    Wednesday, April 15, 2009
- Toronto Star                              Wednesday, April 15, 2009
- Vaughan Citizen                        Thursday, April 16, 2009

Notification letters were distributed by direct mail or email (depending on preference) on April 8, 2009 (letter) and April 11, 2009 (email) to external agencies, municipalities, interest groups, members of the public, potentially impacted property owners and other relevant bodies on the project mailing list.

The Ontario Government Notice was also posted online on the study's website at [www.427corridor.com](http://www.427corridor.com). All notification and letters included the project website address.

#### **5.0 STAFF ATTENDANCE**

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

- Lola Vaz-Rafearo, MTO, Project Manager
- Antonio DiSabatino, MTO, Environmental Planner
- Will Mackenzie, MTO, Communications
- Michael Chiu, McCormick Rankin Corporation, Consultant Project Manager
- Alex Weihing, McCormick Rankin Corporation, Transportation Engineer
- Leslie Green, McCormick Rankin Corporation, Project Co-ordinator
- Mike Bricks, Ecoplans Limited, Senior Environmental Planner
- Katie Bright, Ecoplans Limited, Environmental Planner

#### **6.0 MATERIAL DISPLAYED**

The following display boards were shown at the PIC:

1. Introduction (text)
2. Welcome (text)
3. Background (text)
4. Study Context (text and map)
5. EA Process (text)
6. Study Process and Schedule (graphic)
7. Analysis Area (text and map)
8. Study Purpose (text)
9. Interrelated Studies (text and map)
10. Summary of Public Information Centre #2 (text)

11. Rationale for the Technically Preferred Route – Terminus Location (text and map)
12. Rationale for the Technically Preferred Route – Route Alignment (text)
13. Activities since Public Information Centre #2 (text)
14. Refinements of the Technically Preferred Route (TPR) (text and map)
15. Refinements of the TPR – Alignment South of Langstaff Road (text and map)
16. Refinements of the TPR – Interchange at Rutherford Road (text and map)
17. Refinements of the TPR – Interchange at Major Mackenzie Drive (text and map)
18. Key Features of the Recommended Route (text and plan)
19. Recommended Route – Typical Cross Sections (graphics)
20. Recommended Route – General Arrangements of Key Bridges (graphics)
21. Summary of Environmental Effects and Mitigation (tables)
22. What's Next (text)
23. Please Complete a Comment Sheet (text)

Following the PIC, the material presented was added to the study website, and will remain available on the project website during the course of the EA study.

## **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 May 15, 2009. Alternatively, comments could be submitted via direct mail, email, fax or via the project website.

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**

The following agencies were formally invited to attend the external agency sessions held on April 22nd and April 23rd:

#### *Federal*

- Canadian Environmental Assessment Agency
- Canadian Transportation Agency
- Environment Canada
- Fisheries and Oceans
- Health Canada
- Indian and Northern Affairs Canada
- Natural Resources Canada
- National Energy Board
- Public Works & Government Service Canada
- Transport Canada

#### *Provincial*

- Ministry of Aboriginal Affairs
- Ministry of Agriculture and Food
- Ministry of the Attorney General
- Ministry of Culture
- Ministry of Community Safety and Correctional Services
- Ministry of Health & Long Term Care
- Ministry of Economic Development and Trade
- Ministry of Energy
- Ministry of the Environment
- Ministry of Public Safety and Security
- Ministry of Public Infrastructure Renewal (MEI)
- Ministry of Natural Resources
- Ministry of Municipal Affairs and Housing
- Ministry of Tourism
- Ministry of Transportation
- Ontario Realty Corporation

### *Transportation*

- Air Canada
- All-Ontario Transport Ltd.
- Bargo Transportation Service Inc.
- Brampton Transit
- Canadian National
- Canadian Pacific Railway
- Daimier Chrysler Brampton Assembly Plant
- Fastfrate
- Ford Motor Company of Canada Ltd.
- GO Transit
- Greater Toronto Airport Authority
- Les Entreprises Locango Enterprises
- Maritime-Ontario Freight Lines Ltd.
- Ontario Trucking Association
- Smart Commute Association
- Trailcon Leasing
- York Region Transit

### *Utilities*

- Enbridge Consumers Gas
- Hydro One Inc.
- Powerstream
- TransCanada Pipelines

### *Municipal*

- City of Brampton
- City of Vaughan
- Region of Peel
- Regional Municipality of York
- Town of Caledon
- Township of King
- Peel District School Board
- York Catholic District School Board
- Conseil Scolaire de District Catholique Centre-Sud
- Brampton Fire and Emergency Services
- City of Vaughan Fire & Rescue Services
- Toronto and Region Conservation Authority

4 attendees chose to sign the registration for the April 22<sup>nd</sup> session, and 5 attendees chose to sign the registration for the April 23<sup>rd</sup> session.

The April 22<sup>nd</sup> session was attended by representatives from Region of York, City of Vaughan, GO Transit and the Ministry of the Environment. Some councillors from King and Vaughan also attended the PIC.

The April 23<sup>rd</sup> session was attended by representatives from the Region of Peel, Region of York, City of Vaughan, the Town of Caledon and the Toronto and Region Conservation Authority. The PIC was also attended by councillors from the Town of Caledon.

**Public Information Centres**

Approximately **170** people attended the PICs, with 97 attendees choosing to sign the register for the April 22<sup>nd</sup> session and 59 attendees choosing to sign the register for the April 23<sup>rd</sup> session. Table 1 provides a breakdown of attendance and comments received by PIC date/venue:

<b>TABLE 1. PUBLIC INFORMATION CENTRE #3 ATTENDANCE AND COMMENTS</b>			
<b>Date/ Location</b>		<b>Total Attendance</b>	<b>Written Comments Received</b>
April 22 2009	Woodbridge	105	9
April 23 2009	Bolton	65	7
<b>TOTAL</b>		<b>170</b>	<b>16</b>

In addition to the PICs, public input was encouraged and facilitated through the project website, the project team email address ([project-team@427corridor.com](mailto:project-team@427corridor.com)) and the project team contact information listed in each newspaper notification. A breakdown of the comment submissions received after the PIC by the comment deadline (May 15, 2009) is provided in Table 2.

<b>TABLE 2. SUMMARY OF PUBLIC INPUT / SUBMISSIONS</b>	
<b>Type of Comments</b>	<b># Received</b>
Mail	0
Email	5
Fax	0
Phone	0
<b>TOTAL</b>	<b>5</b>

**Table 3** summarizes the comment sheets submitted and the written responses provided.

**TABLE 3. SUMMARY OF PUBLIC INFORMATION CENTRE #3 COMMENTS AND RESPONSES**

<b>Comments Expressed</b>	<b># of Comments</b>	<b>How the Comment Was Addressed</b>
General requests for additional information and PIC material.	13	Provided the requested information and / or material.
The terminus should be further north to accommodate future growth and traffic needs.	6	In accordance with the province's <i>Growth Plan for the Greater Golden Horseshoe</i> , 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.  Major Mackenzie Drive is the technically preferred terminus location because it fulfills all the study objectives without added environmental impacts.
Questions regarding project schedule	4	This EA Study is expected to be completed in 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.
Park-and-ride facility should have a bus loop to allow for potential GO Bus service.	1	Preliminary design has been revised to include a bus loop in the carpool parking lot to allow for GO Bus service.
Change the design for the section of Rutherford Road to Major Mackenzie Drive from four to six lanes.	1	Traffic modelling, based on approved future land use, has been completed as part this study. The modelling work concluded that only four lanes are required from Rutherford Road to Major Mackenzie Drive.
Consider constructing the highway over Zenway Boulevard	1	Both options of Highway 427 going over or under Zenway Boulevard were considered at the start of the preliminary design. Based on safety, traffic staging and cost implications, the option of Highway 427 under Zenway Boulevard was preferred.
Relocate stormwater management pond	1	The stormwater management pond location presented at the PIC is preferred as the other options are not feasible due to the current grading and elevation of the freeway low point would not allow for a proper outlet of the pond north or west of this preferred location.
Highway 427 route must include consideration of impacts to the local road network	1	The Peel/Highway 427 Extension Area Transportation Master Plan study currently being completed by the Region of Peel is reviewing future transportation network needs and improvements in northeast Brampton and southeast Caledon, building upon previous municipal road studies in the Peel/York boundary area. One of the objectives of this study will be to provide connectivity between the Highway 427 Extension and the local road network.
Questions regarding construction staging	1	The details regarding construction staging will be provided during detail design.