

LIBERTY *for all*

December 2, 2013

Mayor and Councilors
City of Vaughan
2141 Major Mackenzie drive
Vaughan, ON
L6A 1T1

C	6
Item #	2
Report No.	54 (PH)
Council - December 10/13	

Dear Mayor and Councilors:

Re: Concord Go Secondary Plan Study COW Report 54 Item 2

Further to the Public Hearing held on November 26, 2013, we have been listening to the ratepayers group and Dr. Paulo Correa through the entire study process speak on matters related to the 407 Transitway Concord Station. We would like to just take this opportunity to refresh your memories with respect to the MTO Transitway and related infrastructure.

Attached are three letters, one dated Dec. 8, 2010 from MTO to Dr. Paulo Correa, a second dated February 28, 2011 from the Minister of the Environment providing the formal Notice of Decision, and a third letter dated May 9, 2011 from the Minister of Transportation, Kathleen Wynn. The letters confirm that the Ministry has reviewed all options for the Transitway (including those put forth by Dr. Correa and the ratepayers group) and as well objections that had been received. They conclude that the EA approved location as per attached map is in fact the final Transitway and station location, being south of Highway 7.

The ratepayers' proposals over the last 19 years (timeframe as noted in their most recent submission to Council) have been rejected. It is time to move forward towards getting the Secondary Plan finalized and accordingly we would request that while reviewing the Secondary Plan, you please keep in mind the statements made in the attached correspondence which clearly indicate that the Province has made up their mind regarding the location of the transitway.

Yours truly,

Lezlie Phillips

Ministry of
Transportation



Phone: (416) 235-5481
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Central Region
Highway Engineering
Toronto/Durham
4th Floor, Building D
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

December 8, 2010

Dr. Paulo Correa
Chair, CWRHHC
42 Rockview Gardens
Concord, Ontario
L4K2J6

Dear Dr. Correa

RE: Concord West Association Proposal for 407 Transitway Concord Station

As indicated by George Ivanoff in his e-mail of November 26, 2010, MTO's consultants have completed their evaluation of your proposal for the 407 Transitway's Concord Station. The attached text and exhibit document describes the development and evaluation of four alternative configurations for the facilities necessary at the Concord intermodal node including yours.

In the course of this alternatives analysis, the study team has incorporated the Concord West community's alternative proposals where feasible, basically placing the Metrolinx/GO platform north of Highway 7 and the 407 Transitway station east of the river valley towards Centre Street as in the red alternative.

The suggestion to curve the GO tracks to the east with a station on the curve is not practical as it does not meet the Metrolinx/GO alignment and station placement standards. Also, placing a park-and-ride lot north of Centre Street between Highway's 7 and 407 is not feasible as this land is being protected for a potential future ramp to Highway 407 and any access to the lot would be unacceptably close to the existing Highway 7-Centre Street intersection. MTO has included an alternative lot location further west to overcome this shortcoming and make the proposal suitable for evaluation.

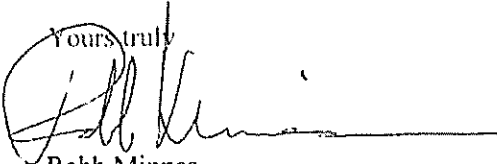
The evaluation matrix shows the response of each alternative in terms of the key indicators reflecting the project's basic objectives. The team's conclusion from the findings is summarized in the supporting text. While clearly optimizing the response to the seamless transportation

needs at this node, the preferred configuration (Black Alternative) allows opportunities to mitigate effects on the surrounding communities and improve access to the valley lands.

Specifically, in terms of natural features, most natural riverbank vegetation and the adjacent woodlot are preserved. In terms of improved access to the valley lands the project's proposed design includes the construction of a safe, grade separated pedestrian rail crossing which does not currently exist and continuous designated walkway access through the facilities from the Concord West community to the valley lands. The estimated cost of this access to the project will be in the order of one million dollars.

One additional point I wish to raise is that this property has been retained by the Province solely for this planned future transportation infrastructure. If not required for this purpose the table land would be sold for other uses and community access to the valley at this location could be lost.

Should you wish any further clarification on the MTO's recommendation we would be pleased to discuss them with you.

Yours truly

Robb Minnes
Project Manager

Cc Ms. Leslie Woo
 Mr. George Ivanoff
 Mr. Brian Denny
 Mr. Khaled El-Dalati

Alternative Station Layouts

Concord (GO-Barnie) Station

Based on the preferred more northern alignment described above, three primary transitway station locations were considered. These comprised use of either the vacant provincial land protected by MTO between the Metrolink/GO right-of-way and the West Don River floodplain or a site east of the river and remote from the Metrolink/GO Barnie Line. One of the eastern sites incorporated a station and facility location suggested by the adjacent Concord West community. The transitway station locations were combined with four potential locations for the GO Rail platform to generate the four site layout alternatives shown in Figure 5-10a and evaluated in terms of the project objectives in the matrix in Table 5-8. The red alternative layout represents the communities suggested locations for the stations with the impractical park-and-ride location north of Centre Street replaced by a lot on private land closer to the station south of Highway 7.

For the remote locations, the only possible transitway station locations were opposite privately-owned land south and on the curve of Highway 7 and further east between Highways 7 and 407 south of the Centre Street crossing. Both of these remote locations can only be served by parking and PPUDO access that is constrained in size and they would require a minimum 380-500 metre (450-560m average) walk by all transit users transferring between the 407 Transitway station and any of the GO Barnie rail service station locations (north or south of Highway 7).

In addition to this unacceptable, inconvenient transfer at a major network connection, the area between the flood plain and Highway 7 is not large enough for station ancillary facility needs (PPUDO, park-and-ride, bus transfer). Additional parking capacity can only be achieved by adding a lot on private land west of the river with a new river crossing to provide access. Walk-in distances from these parking facilities to northern GO Rail platform locations remain excessive. While all alternatives generally preserve flood plain and valley lands, an additional crossing is required to make parking either side of the tributary feasible.

Considering all factors assessed in the evaluation, the preferred Transitway/GO Rail platform configuration is the Black Alternative, with station support facilities on the protected provincial land immediately adjacent to the existing rail right-of-way. Development of this site configuration:

- Minimizes the walking distances for passengers transferring between the Transitway and GO Rail, the seamless north-south to east-west connectivity essential at this node;
- Places PPUDO and park-and-ride facilities conveniently close to platform access for both transit systems;
- Provides a reasonable parking capacity without intruding into the West Don River flood plains;
- Allows most of the natural riverbank vegetation and the adjacent woodland to be preserved;
- Requires a support facility layout that minimizes effects on natural vegetation;
- Permits mitigation of noise and visual effects on the residential community west of the GO Line as discussed in Section 7;
- Preserves access from the residential areas to the valley lands by means of defined walkways through the station support facilities;
- Provides improved access to the Merita Paine Park Trail via the new river crossing.



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the Environment****Office of the Minister**

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ENV1283MC-2011-414

February 28, 2011

Mr. Robb H. Minnes
Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Toronto/Durham
1201 Wilson Avenue, 4th Floor, Building D
Toronto ON M3M 1J8

Dear Mr. Minnes:

Thank you for submitting your Notice of Completion of the Environmental Project Report (EPR) for the 407 Transitway transit project (Project) which is following the transit project assessment process under Ontario Regulation 231/08 – Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Regulation) on December 23, 2010.

The Ministry of the Environment (MOE) received two objections to the Project related to the proposed location of the GO Barrie Station and the potential negative impact on natural habitat. You were given an opportunity to comment on the objections and the MOE considered your responses. The MOE has completed its review and I wish to inform you that I am of the opinion that the Project will not have a negative impact on matters of provincial importance related to the natural environment or to a cultural heritage value or interest or have a negative impact on a constitutionally protected Aboriginal or treaty right. As such, you may now issue a Statement of Completion to complete the transit project assessment process.

Attached is a signed copy of the Notice to Proceed with the Transit Project issued in accordance with the Transit Regulation.

You are responsible for implementing the Project in accordance with the EPR. Given that you indicated you updated the EPR in specific places in response to certain concerns and posted the EPR on your project web site, I also expect you will be providing revised

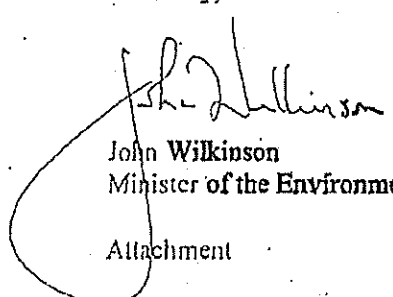
Mr. Robb Minnes

Page 2.

individual pages of the EPR to all agencies, individuals and public viewing locations which were provided with copies of the EPR previously within 30 days of this notice. Lastly, I would like to ensure that you understand that failure to comply with the provisions of the *Environmental Assessment Act* (EAA) or its regulations is an offence and may result in prosecution under section 38 of the EAA. I am confident that you recognize the importance and value of the EAA and will ensure that the requirements of the EAA and the Transit Regulation are satisfied.

Should you require further assistance please contact Lorna Zappone, Project Officer of the Environmental Assessment and Approvals Branch, at 416-314-7106 or by e-mail at lorna.zappone@ontario.ca.

Sincerely,



John Wilkinson
Minister of the Environment

Attachment

c: G. Ivanoff, Senior Environmental Planner, Ministry of Transportation
K. El-Dalati, Consultant Project Manager, Delcan Corporation
G. N. Kauffman, Consultant Environmental Planner, LGL-Limited

**MINISTER'S NOTICE TO
PROCEED WITH TRANSIT PROJECT**

Ontario Regulation 231/08

SUBSECTION 12(1)(a)

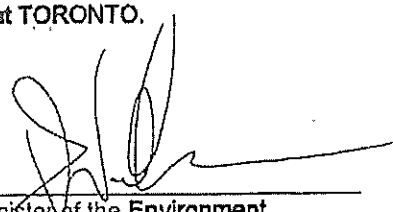
RE: Proponent: Ministry of Transportation (MTO)

Project Description: Construction of a 23 kilometre central segment transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road, including seven stations and an operations, maintenance and storage facility.

In accordance with subsection 12(1)(a) of Ontario Regulation 231/08, I hereby give notice allowing the MTO to proceed with the 407 Transitway transit project in accordance with the applicable environmental project report.

The MTO is now permitted to issue a statement of completion of the transit project assessment process. A statement of completion is the final part of the transit project assessment process. The process must be completed prior to the start of the construction phase of the project.

Dated the 28th day of February, 2011 at TORONTO.



Minister of the Environment
77 Wellesley Street West
11th Floor, Ferguson Block
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M7A 2T5

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Transportation**

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MAY 09 2011

Mr. Peter Shurman, MPP
Thornhill
203-7368 Yonge Street
Thornhill Ontario
L4J 8H9

Dear Mr. Shurman:

Thank you for your letter, forwarded by the Honourable Bob Chiarelli, Minister of Infrastructure, regarding the 407 Transitway Environmental Assessment Report and the Concord West Community Association's concerns. I appreciate the opportunity to respond.

Our government is committed to improving our integrated transportation network across the GTHA and Ontario. We know that projects which ease congestion, create jobs and build a stronger economy are vital. That is why we are pleased the Ministry of Environment recently approved the Environmental Assessment for the 407 transitway.

MTO has heard the concerns expressed by the Concord West Community association. During the preparation of the Environmental Project Report, MTO exchanged correspondence and met several times with the association to fully evaluate the association's proposals to move the transitway and station away from the site. Their proposals were included in the approved Environmental Project Report.

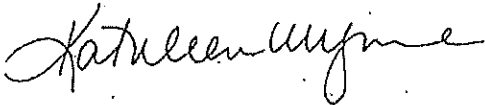
As indicated in the Project Report and articulated to the association on several occasions, the final station location remains south of Highway 7 because an alternative location would have compromised the objectives of providing seamless passenger transfers between the transitway, GO Rail Line and the York VIVA service. I am pleased that the ministry has committed to provide a safe and direct access for the community through a pedestrian bridge across the CN Railway to access valley lands and the Marita Paine Park Trail. Further, the station design and committed mitigation measures ensure protection of environmental features on the site including the valley lands.

This ministry will work closely with the City of Vaughan during the preparation of the Concord West Secondary Plan and ensure the city's planning objectives can be integrated with transit planning for this community.

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Thank you again for bringing the Concord West Community Association's letters to my attention.

Sincerely,

A handwritten signature in cursive script, reading "Kathleen Wynne".

Kathleen Wynne
Minister

c: The Honourable Bob Chiarelli, Minister of Infrastructure
Brian Denney, Chief Administrative Officer, Toronto and Region Conservation Authority

SITE PLAN

