

Chapter 8 – Consultation Process



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

TABLE OF CONTENTS

8. CONSULTATION PROCESS	8-1
8.1. Overview	8-1
8.2. Consultation with Agencies	8-1
8.2.1. Agency Consultation Meeting	8-2
8.2.2. Technical Advisory/Resource Group (TRG)	8-38
8.3. Consultation with Indigenous Communities	8-100
8.4. Consultation with the Public and Landowners	8-105
8.4.1. Public Notification	8-105
8.4.2. Notification to Landowners in Close Vicinity of the Transitway	8-105
8.4.3. Public Information Centre #1 (PIC #1)	8-106
8.4.4. Public Information Centre #2 (PIC #2)	8-107

8. CONSULTATION PROCESS

8.1. Overview

Consultation is an integral component of the Transit Project Assessment Process (TPAP) and essential to the successful completion of this study. Consultation was undertaken throughout the study to assist in the planning and impact assessment process for the 407 Transitway. The consultation process was designed to meet the requirements of *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings*. Consultation was initiated in May 2017, well before the formal declaration of the TPAP, through the mailing of initial contact letters to stakeholders and Indigenous Communities, and the initiation of the project website. The TPAP 120-day consultation and documentation period for this project began on April 16, 2020 and ended on August 13, 2020.

Consultation was conducted with government review agencies, technical agencies, local municipalities, elected officials, the general public, landowners and Indigenous Communities.

The consultation process included the following types of consultation activities:

- Public notices;
- Liaison with relevant agencies, members of the public and landowners (residents were notified beyond the required 30 m of the project limits);
- Liaison with Indigenous Communities;
- Public Information Centres (PICs); and,
- Project website.

At the outset of the study (during the Pre-TPAP phase), the project team developed a detailed Consultation Plan. The purpose of the plan was to identify the proposed frequency and timing of consultation activities, methods of notification, and key stakeholders. The plan included details regarding the following consultation activities:

- Public notices;
- Consultation/negotiation with external agencies, Indigenous Communities, and property owners and the public,
- PICs;
- Presentations to municipalities;
- Technical Advisory/Resource Group (TRG) and Steering Committee;
- Project website; and,
- Submission of the Environmental Project Report (EPR).

The Consultation Plan also included preliminary letters to external agencies and Indigenous Communities as well as a preliminary external agency mailing list, which was updated regularly throughout the project. The plan also included initial contact letters that were sent to Indigenous Communities.

8.2. Consultation with Agencies

Notification and consultation were carried out to encourage the involvement of government review agencies, technical agencies (i.e. transit authorities, utility companies, emergency medical services (EMS), etc.), municipal staff and elected officials throughout the stages of this study. Agencies were invited to participate in the PICs and focused meetings to address specific concerns and technical requirements.

Agencies were notified of the Pre-TPAP study commencement by the distribution of an initial contact letter mailed in May 2017. A few agencies responded that after reviewing of the study, there were no concerns and/or interests within the study area, and they requested to be removed from the contact list. The first round of letters included the study limits to Winston Churchill, then as part of PIC # 1, the Ministry of Transportation (MTO) expanded the study area limits to Hurontario Street in the City of Mississauga.

Agencies were invited to attend the two rounds of PIC #1 held on November 28, 2020 and November 29, 2018. Additionally, a second PIC was held on February 11, 2020 and February 13, 2020. PIC invitation letters were mailed on November 16, 2018, for PIC# 1 and January 20, 2020, for PIC# 2, respectively.

The Draft EPR was made available to members of the Technical Resource Group (TRG) on December 10, 2019, for review and comment. A letter was mailed to advise agencies of the formal Notice of Commencement of TPAP 120-day consultation and documentation period on March 26, 2020 and March 27, 2020. The formal 120-day consultation and documentation TPAP period began on April 16, 2020. A letter of notification was provided to inform agencies of the Notice of Completion of Environmental Project Report (EPR) concurrently documenting the results of the TPAP on July 23, 2020 with the release of this EPR. Agencies were advised that the EPR was made available electronically for a 30-day review period starting August 13, 2020. Agencies were encouraged to review the EPR and provide comments by September 11, 2020.

The following is a list of agencies that were invited to participate in the consultation process:

- MPs;
- MPPs;
- Canadian Transportation Agency;
- Transport Canada (Ontario Region) and Rail Safety Office;
- Canadian National Railway;
- Canadian Pacific Railway;
- Health Canada;
- Fisheries and Oceans Canada;
- Metrolinx;
- Niagara Escarpment Commission;
- Infrastructure Ontario/Ministry of Economic Development, Job Creation and Trade;
- Ministry of the Environment, Conservation and Parks;
- Conservation Halton;
- Credit Valley Conservation;
- Halton Region;
- City of Burlington;
- Town of Oakville;
- Town of Milton;
- Town of Halton Hills;

- Ministry of Indigenous Affairs;
- Ministry of Heritage, Sport, Tourism and Culture Industries;
- Ministry of Municipal Affairs and Housing;
- Ministry of Agriculture, Food and Rural Affairs;
- Peel Regional Police;
- Peel Regional Paramedic Services;
- City of Brampton Fire;
- City of Mississauga Fire;
- Ontario Provincial Police;
- Conseil scolaire Viamonde;
- Conseil scolaire de district catholique Centre-Sud;
- Halton Catholic District School Board;
- Halton District School Board;
- Peel Region District School Board;
- Dufferin-Peel Catholic District School Board;
- Peel Region;
- City of Mississauga;
- City of Brampton;
- Halton Regional Police Service;
- Halton Region Paramedic Services;
- Ministry of Natural Resources and Forestry;
- Highway 407 ETR Consortium/407 ETR Concession Company Limited;
- Mississauga Rapid Transit (MiWay);
- Brampton Transit;
- Hydro One Networks Inc.;
- Enbridge Inc.;
- Rogers Cable;
- Bell Canada/Telecon;
- Ariva Inc;
- Nature Conservancy of Canada; and
- Ontario Federation of Agriculture (as of December 2019).

Sport, Tourism and Culture Industries.

The main topics discussed in the meetings are summarized in **Table 8.1**.

A Technical Advisory/Resource Group (TRG) was formed to provide technical expertise and strategic input to the project team during the project. In **Section 8.2.2, Table 8.2 and Table 8.3** cover the comments received from TRG members after TRG meeting 1 and TRG meeting 2.

Agency communications were undertaken as required to identify and resolve any environmental or design issues associated with the project. Consultation consisted of discussions, meetings, correspondence and/or presentations to external committees, government review agencies/ministries, technical agencies, local municipalities, elected officials, and interest groups. Environmental approvals-in-principle were requested in writing from external agencies, where required. **Table 8.1** presents a summary of agency correspondence/meetings held during the TPAP. The original correspondences received from agencies is presented in **Appendix A**.

8.2.1. Agency Consultation Meeting

The project team had a total of six agency consultation meetings:

- On August 15, 2017, the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel.
- On February 28, 2019, the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.
- On May 23, 2019, the project team had a meeting with 407 ETR.
- On March 20, 2020, the project team had a teleconference meeting with Peel Region.
- On April 22, 2020, the project team had a teleconference meeting with Hydro One.
- On May 19, 2020, the project team has a teleconference meeting with the Ministry of Heritage,

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
M.P.s			
M.P. Burlington M.P. Oakville North-Burlington M.P. Wellington – Halton Hills M.P. Milton M.P. Mississauga – Streetsville M.P. Mississauga-Erin Mills M.P. Mississauga – Malton M.P. Brampton South	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 27, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. All M.P.s were kept informed throughout the study.
M.P.P.s			
M.P.P. Burlington M.P.P. Oakville North-Burlington M.P.P. Wellington – Halton Hills M.P.P. Milton M.P.P. Mississauga – Erin Mills M.P.P. Mississauga – Malton M.P.P. Mississauga – Streetsville M.P.P. Brampton South	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 27, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. All M.P.P.s were kept informed throughout the study.
FEDERAL GOVERNMENT			
Canadian Transportation Agency • Senior Environmental	Initial contact letters sent on May 25, 2017.	No comments/concerns received.	No issues or concerns identified. The Canadian Transportation Agency were kept informed throughout the study.

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
Officer – Rail Infrastructure Directorate	<p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>		
<p>Transport Canada – Ontario Region</p> <ul style="list-style-type: none"> • Environmental Assessment Program, Ontario Region • Environmental Co-ordinator 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from staff in the Environmental Assessment Program, Ontario Region on June 6, 2017 noted that the original contact for the project has changed and to direct all correspondences to the Environmental Co-ordinator at EnviroOnt@tc.gc.ca. The email indicated that Transport Canada does not require a receipt of all individual or Class EA related notifications. They are requesting that project proponents self-assess whether their project will interact with a federal property and require approval and/or authorization under any Acts administered by Transport Canada. Under <i>the Canadian Environmental Assessment Act, 2012</i>, Transport Canada is required to determine the likelihood of significant adverse environmental effects of projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project. The project proponent should review the Directory of Federal Real Property, available at http://www.tbs-sct.gc.ca/dfrp-rbif/, to verify if the project will potentially interact with any federal property and/or waterway. The email stated that the project proponent should also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project, available at: https://www.tc.gc.ca/eng/acts-regulations/acts.htm. If the aforementioned does not apply, the Environmental Assessment program should not be included in any correspondence. If there is a role under the program, correspondence should be forwarded electronically to: EnviroOnt@tc.gc.ca. A summary of the most common Acts that have applied to EA projects was included in the email.</p> <p>An email was received from staff in the Environmental Assessment Program, Ontario Region on June 16, 2020 noting that Transport Canada does not require receipt of all individual or Class EA related notifications. They are requesting project proponents self-assess if their project: 1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; and 2. Will require approval and/or authorization under any Acts administered by Transport Canada available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm. The email noted that projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the <i>Impact Assessment Act, 2019</i>. If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded <i>electronically</i> to: EnviroOnt@tc.gc.ca with a brief description of Transport Canada’s expected role. The email also provided a summary of the most common Acts that have applied to projects in an Environmental Assessment Context, which are provided below:</p> <p>Canadian Navigable Waters Act (CNWA) – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.</p> <p>Railway Safety Act (RSA) – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.</p> <p>Transportation of Dangerous Goods Act (TDGA) – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.</p> <p>Aeronautics Act – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and</p>	<p>No issues or concerns identified.</p> <p>Transport Canada was removed from the project contact list, as requested.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The Land Use in the Vicinity of Aerodromes publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm . Enquires can be directed to at tc.aviationservicesontservicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.	
Canadian National Railway <ul style="list-style-type: none"> Manager, Public Works, Design and Construction, Eastern Region 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. The project team sent a letter to the Manager, Public Works Design and Construction, Eastern Region on October 30, 2019 notifying on the study progress and proposed grade separation at Halton Subdivision in Burlington. The Canadian National Railway was kept informed throughout the study.
Canadian Pacific Railway <ul style="list-style-type: none"> Manager, Public Works, Eastern Region 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. The project team sent a letter to the Manager, Public Works, Eastern Region on October 30, 2019 notifying on the study progress and details about the proposed grade separation at the Galt Subdivision crossing near Lisgar GO Station. The Canadian Pacific Railway was kept informed throughout the study.
Health Canada IA/Environmental Assessment Coordinator	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018.	An email received from the Environmental Assessment Specialist on April 15, 2020 confirmed that the Notice of Commencement of the Transit Project Assessment Process (TPAP) was received. The email noted that Health Canada's role in Impact Assessment (IA) / Environmental Assessment (EA) is founded in statutory obligations under the Canadian Impact Assessment Act, which provides the legal basis for the federal IA process. Health Canada is a federal department with knowledge and expertise that can be called upon by responsible authorities, review panels, Indigenous groups and/or other jurisdictions leading IA/EAs to determine whether there are potential health risks associated with proposed projects and how to	Comments were noted by the project team. No issues or concerns identified. Health Canada was removed from the project contact list, as requested.

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<ul style="list-style-type: none"> Environmental Assessment Specialist, Environmental Health program 	<p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>prevent, reduce or mitigate them. If a federal agency or responsible authority, review panels, and/or Indigenous Communities requests federal environmental/impact assessments, Health Canada may participate in this IA/EA process. The email also stated that if the project team has questions related to human health or require Canada guidance documents on IA, to contact them.</p>	
<p>Fisheries and Oceans Canada (DFO)</p> <ul style="list-style-type: none"> Fisheries Protection Program 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Fisheries and Oceans Canada was kept informed throughout the study.</p>
<p>Environment Canada (formley Environmental Protection Operations Division – Ontario Region)</p> <ul style="list-style-type: none"> Manager, Environmental Assessment Section 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Environment Canada was kept informed throughout the study.</p>
PROVINCIAL GOVERNMENT			
<p>Metrolinx</p> <ul style="list-style-type: none"> Senior Advisor, Strategic Policy & Systems Planning Director, Project Planning Senior Manager, Environmental Programs and Assessment 	<p>Initial contact letters sent on May 25, 2017.</p> <p>Correspondences regarding data request were made on August 7, 2018 for the following:</p> <ul style="list-style-type: none"> Local Transit Routes/Future Plans and Status 	<p>An email received from the Senior Advisor, Strategic Policy & Systems Planning on August 9, 2018 stated that the newly released 2041 Regional Transportation Plan is the most important document to review: http://www.metrolinx.com/en/docs/pdf/board_agenda/20180308/20180308_BoardMtg_Draft_Final_2041_RTP_EN.pdf</p> <p>The email stated that in terms of specifics related to the 407 Transitway, from Brock to Hurontario the project is considered to be “beyond 2041” in the updated RTP. The segment west of Hurontario is not in the 2041 RTP. The email also noted a synopsis of service in the relevant corridor:</p> <p>Current Conditions:</p> <p>Currently, a number of our routes operate on within the study area</p>	<p>The project team sent a letter to the Senior Advisor, Strategic Policy & Systems Planning on October 30, 2019 noting the study progress and details on the potential connection to Lisgar GO Station.</p> <p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 on the draft EPR.</p> <p>Metrolinx was kept informed throughout the study.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS				ACTION TAKEN																																										
	<ul style="list-style-type: none"> Regional Plans Secondary Plans Development Plans Any other relevant information. <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<table border="1"> <thead> <tr> <th data-bbox="693 290 764 308">Route</th> <th data-bbox="764 290 1392 308">Major Destinations</th> <th data-bbox="1392 290 1827 308">Relevant within Study Area</th> <th colspan="2" data-bbox="1827 290 2032 350">Approximate Buses Per Hour in AM Peak Period</th> </tr> <tr> <td></td> <td></td> <td></td> <th data-bbox="1827 350 1920 368">EB</th> <th data-bbox="1920 350 2032 368">WB</th> </tr> </thead> <tbody> <tr> <td>25</td> <td>University of Waterloo <> Square One</td> <td>via Highway 407 (Highway 401 to Highway 403)</td> <td>0.9</td> <td>1.7</td> </tr> <tr> <td>29</td> <td>Guelph Central <> Square One</td> <td>via Highway 407 (Highway 401 to Highway 403)</td> <td>1.0</td> <td>1.0</td> </tr> <tr> <td>30</td> <td>Kitchener <> Bramalea</td> <td>via Highway 407 (Highway 401 to Dixie)</td> <td>0.7</td> <td>1.0</td> </tr> <tr> <td>40</td> <td>Richmond Hill Centre <> Pearson Airport <> Square One <> Hamilton GO Centre</td> <td>via Highway 407 (Highway 403 to QEW)</td> <td>2.0</td> <td>2.0</td> </tr> <tr> <td>46</td> <td>Oakville <> Square One <> York University</td> <td>via Highway 407 (Highway 403 to Trafalgar)</td> <td>2.0</td> <td>2.0</td> </tr> <tr> <td>47</td> <td>Hamilton GO Centre <> McMaster University <> Square One <> York University</td> <td>via Highway 407 (Highway 403 to QEW)*</td> <td>2.0</td> <td>2.7</td> </tr> <tr> <td>48</td> <td>Guelph <> Meadowvale <> Bramalea <> York University</td> <td>via Highway 407 (Keele Street to Mississauga Road)</td> <td>1.2</td> <td>1.5</td> </tr> </tbody> </table> <p><i>Please note that GO bus service also operates on Highway 407 from Highway 401 and Highway 403, but during the off-peak periods only</i></p> <p>Future Conditions: It is expected that service levels along the whole Highway 407 was increasing in the future. Combined headways on this corridor will increase to around 12 buses an hour (every five minutes) in each direction in the peak period.</p>	Route	Major Destinations	Relevant within Study Area	Approximate Buses Per Hour in AM Peak Period					EB	WB	25	University of Waterloo <> Square One	via Highway 407 (Highway 401 to Highway 403)	0.9	1.7	29	Guelph Central <> Square One	via Highway 407 (Highway 401 to Highway 403)	1.0	1.0	30	Kitchener <> Bramalea	via Highway 407 (Highway 401 to Dixie)	0.7	1.0	40	Richmond Hill Centre <> Pearson Airport <> Square One <> Hamilton GO Centre	via Highway 407 (Highway 403 to QEW)	2.0	2.0	46	Oakville <> Square One <> York University	via Highway 407 (Highway 403 to Trafalgar)	2.0	2.0	47	Hamilton GO Centre <> McMaster University <> Square One <> York University	via Highway 407 (Highway 403 to QEW)*	2.0	2.7	48	Guelph <> Meadowvale <> Bramalea <> York University	via Highway 407 (Keele Street to Mississauga Road)	1.2	1.5	
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<p>Niagara Escarpment Commission</p> <ul style="list-style-type: none"> Senior Strategic Advisor 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Senior Strategic Advisor on December 7, 2018 indicated that The Niagara Escarpment Commission has a specific interest in the portion of the study area lying between Guelph Line and Walkers Line in the City of Burlington. Based on the PIC materials, Alignment Option 1 and Station Limit Option A are outside of the Niagara Escarpment Plan (NEP) Area (i.e., contained within the “gap” between the 407 and the NEP boundary). The Senior Strategic Advisor did not see any mention of the NEP in the PIC materials. When evaluating the range of alternatives, the project team should ensure compatibility with the Niagara Escarpment Plan is a consideration, especially if Alignment Option 1 does fall partially within the NEP area. GIS data for the NEP area were asked to be added to maps of the study area.</p> <p>An email received from the Senior Strategic Advisor on January 23, 2020 noted that the letter regarding the upcoming PIC#2 was received. The Senior Strategic Advisor asked to be provided with a digital or hard copy of the draft EPR for review.</p> <p>An email was received from the Senior Strategic Advisor on January 30, 2020 stating concerns that there is some encroachment on the NEP Area based on the alignment drawings. The Senior Strategic Advisor asked that maps/drawings indicate where the NEP Area is on the alignment drawings, to determine if there is encroachment.</p>	<p>A response email was sent to the Senior Strategic Advisor on December 13, 2018 noting that the “gap” area between Highway 407 ETR and the Niagara Escarpment Plan Area was identified to accommodate the 407 Transitway alignment and station option 1. These were identified in the 407 West Transitway Corridor Protection Study (2005). Should the selected preferred alternative be located within the “gap” area, every attempt will be made to design the 407 Transitway facilities not to encroach into the NEP area. The project team will download the files from the Land Information Ontario website and include these plans in the drawings.</p> <p>The project team provided the link to the digital copy of the draft EPR for download on January 24, 2020 via email.</p> <p>A response email was sent to the Senior Strategic Advisor on January 31, 2020 referring her to the Land Use Factors Report (Appendix I of the Draft EPR)– mapping which shows that the 407 Transitway footprint is not within the Niagara Escarpment Area. No issues or concerns identified.</p> <p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 and on the draft EPR.</p> <p>The Niagara Escarpment Commission was kept informed throughout the study.</p>																																													
<p>Ministry of Indigenous Affairs (formerly Ministry of Aboriginal Affairs)</p>	<p>Initial contact letters sent on May 25, 2017.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>The Ministry of Indigenous Affairs was kept informed throughout the study.</p>																																													

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<ul style="list-style-type: none"> • Consultation Unit • Manager (A), Ministry Partnerships Unit • Senior Advisor, Indigenous Relations Unit • Ministry Partnerships Unit 	<p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>		
<p>Ministry of Heritage, Sport, Tourism and Culture Industries</p> <ul style="list-style-type: none"> • Heritage Planner • Team Lead, Archaeology Program • Archaeology Review Officer • Heritage Advisor (Acting) 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email and letter received from the Heritage Planner on June 27, 2017 noted that the Ministry of Heritage, Sport, Tourism and Culture Industries interest in this EA project is related to its mandate of conserving Ontario’s cultural heritage including archaeological resources, built heritage resources and cultural heritage landscapes. Under the EA process, the proponent is required to determine a project’s potential impact on cultural heritage resources. The <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> must be adhered to for all property owned/controlled by the Crown in right of Ontario or by a prescribed body. Cultural heritage resources can be identified through screening and evaluation. Engagement with Aboriginal Communities should include a discussion about known or potential cultural heritage resources that are of value to these Communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources. The project should be screened with the Ministry of Heritage, Sport, Tourism and Culture Industries (formerly MTCS) <i>Criteria for Evaluating Archaeological Potential</i> to determine if an archaeological assessment is required. If the study area exhibits archaeological potential, an archaeological assessment should be undertaken by an archaeologist licensed under the <i>Ontario Heritage Act</i> who must submit the report directly to the Ministry for review. Ministry of Heritage, Sport, Tourism and Culture Industries (formerly MTCS) <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i> should be completed to identify any impacts on cultural heritage resources, with information from municipal clerks and heritage planners. If potential or known heritage resources exist within the study area, The Ministry of Heritage, Sport, Tourism and Culture Industries recommends that a Heritage Impact Study be prepared by a qualified consultant to assess potential impacts. The Heritage Impact Study should be sent to the MTCS and appropriate municipalities/interested organizations for review. Ministry of Heritage, Sport, Tourism and Culture Industries noted that all technical heritage studies and their recommendations must be addressed and incorporated into EA projects. The Ministry of Heritage, Sport, Tourism and Culture Industries must be advised as to whether any technical heritage studies will be completed as part of the EA and these studies should be provided to the Ministry of Heritage, Sport, Tourism and Culture Industries before a ‘Notice of Completion’ is issued. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, the completed checklists and supporting documentation must be included in the EA report. The email noted that consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries should continue throughout the EA process.</p> <p>An email received from Archeology Review officer on September 4, 2018 noted that she would not be able to attend the TRG meeting and that when the Stage 1 Archaeological Assessment has been filled for the project, the Archaeology Program Unit will provide comments.</p> <p>An email received from the Heritage Planner on May 7, 2020 indicated that MHSTCI received the notice of commencement and the draft Environmental Project Report (EPR) dated December 10, 2019 prepared by Parsons for the 407 Transitway from west of Brant Street to west of Hurontario Street. MHSTCI’s interest in cultural heritage resources include:</p> <ul style="list-style-type: none"> • Archaeological resources; • Built heritage resources; and • Cultural heritage landscapes. <p>The email notes that under the TPAP, the proponent is required to consider whether its proposed transit project could have a potential negative impact on a matter of provincial importance as defined under Ontario Regulation 231/08 or on a constitutionally protected Aboriginal or treaty rights. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest. The MECP expects a transit proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance. The email stated that MHSTCI apologizes for not having provided comments on this undertaking during the requested timeframe this winter, and hopes the comments attached to the email may still</p>	<p>An email was sent to the Archaeology Review Officer on September 4, 2018 acknowledging that the email was received and contents were noted.</p> <p>The Stage 1 and Stage 2 Archaeological Assessment Reports were submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (formerly MTCS).</p> <p>The project team sent an email to the Heritage Planner on May 12, 2020 stating that the draft EPR was available to agencies concurrent with the second Technical Resource Group meeting held on December 10, 2019 (which MHSTCI attended). The project team initially requested comments on the draft EPR on January 30, 2020 and later extended the deadline to February 6, 2020. As per the e-mail notification of the Notice of Commencement of the Transit Project Assessment Process (TPAP) sent on March 30, 2020, the TPAP commenced on April 16, 2020. As per the TPAP, the notice of completion and final Environmental Project Report (EPR) will be released on August 13, 2020. A 30-day review will start on August 13, 2020 and end on September 11, 2020. Although the timing of the comments received are not ideal, the project team will endeavour to incorporate all of the comments received by the MHSTCI and provide responses. Given the EPR will be released August 13, 2020, the project team would like to clarify a question below in an effort to meet the project schedule, while satisfying MHSTCI comments. In the email (May 7, 2020) it was mentioned that you “look forward to reviewing the draft final EPR and additional documents before the notice of completion”. Can you please clarify if you require a second draft review of the EPR prior to August 13, 2020? The project team also asked for clarification on what was meant by “additional documents”? Given the timelines, a second draft of the EPR for agency review will not be feasible. Instead, a table presenting your comments and our responses to each of your comments and how the EPR and the CHRA were revised, where applicable, will be prepared and provided (before the EPR is finalized). MHSTCI prompt response will assist the project team in determining how to best move forward to address MHSTCI concerns.</p> <p>The email noted that the project team would like to discuss the project over a teleconference.</p> <p>MHSTCI and the project team discussed the project over teleconference on May 19, 2020. Project questions, the timing of comments received from MHSTCI (May 7, 2020) and the request to review draft deliverables was discussed. It was noted that no draft versions of CHERS and HIAS were submitted to MHSTCI in past 407 Transitway TPAPs. All CHERs are in the process of being reviewed by MTO. The project team noted that they are addressing MHSTCI’s comments on the draft EPR (dated December 10, 2019) received on May 7, 2020. The project team is preparing a table response to each comment and will add a column presenting the exact text that will be inserted (as a revision) in the final EPR. Following the teleconference MTO sent an email with an attachment to A/Heritage Advisor that included a list of the CHERs that will be completed for the project.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<p>be of assistance. MHSTCI provides comments on the draft EPR, and on the Cultural Heritage Resource Assessment (CHRA) prepared by ASI and provided as Appendix G. MHSTCI understands that the CHERs for individual properties as recommended in the CHRA are being prepared during the TPAP period, and will be reflected in the final version of the EPR. The studies will determine whether any properties facing direct impacts through demolition are of provincial significance, and would therefore require Minister’s consent under Part III.1 of the <i>Ontario Heritage Act</i>. MHSTCI looks forward to reviewing the draft final EPR and additional documents before the notice of completion is issued.</p> <p>An email received from the Heritage Planner on May 13, 2020 apologized for the confusion that resulted in missing the draft EPR commenting period and appreciates the project teams’ effort to address MHSTCI comments. The email noted that by “additional documents”, the Heritage Planner was referring to the Cultural Heritage Evaluation Reports (CHERs) for several individual cultural heritage resources that are recommended in the draft CHRA. MHSTCI has been in contact with LGL staff during our review of the draft EPR and CHRA, and understand from these conversations that the recommended CHERs are in progress already, and that we will have an opportunity to review them before the Notice of Completion. The email also noted that indeed, placeholders in the draft EPR (see for example Section 6.1.1, Section 6.2.2, and Table 6.11) indicate the project team’s intent to incorporate the results of these studies into the final version of the EPR. MHSTCI supports this approach. Although under the TPAP, proponents are not required to circulate the revised EPR before the notice of completion is issued, as a best practice (adopted by Metrolinx) proponents have shared the response table and revised sections related to cultural heritage with MHSTCI before the notice of completion. This would ensure that our comments have been appropriately incorporated into the final EPR version. For example, the table and revised version could be sent late June or early July. However, MHSTCI understands if the circulation of the revised EPR may not be feasible. MHSTCI would be happy to arrange a teleconference with the project team to further discuss and clarify any comments.</p> <p>An email received from the A/Heritage Advisor on May 20, 2020 noted that they will review the list of the CHERs to be completed for the project and let the project team if anything might be a concern or will be required before the final review period.</p> <p>An email received from the Heritage Planner on June 19, 2020 stated that MHSTCI has no concerns or edits with the meeting notes. MHSTCI noted that of the properties for which a CHER is being completed, all except CHR 21 (2800 Meadowpine Boulevard, Mississauga) and CHR 31 (7655/0 Heritage Road, Brampton) have been listed or designated by the local municipality (the Town of Oakville, City of Mississauga or City of Brampton). That being the case, the Ministry would appreciate clarification as to whether the heritage staff of the corresponding municipality have reviewed each draft CHER, and whether they agree with its findings. The email also noted that MHSTCI would appreciate clarification as to which five of the properties are owned by Infrastructure Ontario. The email stated that the table indicates that these would include CHR 14 (4233 Trafalgar Road, Oakville), CHR 19 (7044 Ninth Line, Mississauga), CHR 21 (2800 Meadowpine Boulevard, Mississauga) and CHR 31 (7655/0 Heritage Road, Brampton), but the MHSTCI is under the understanding that there was one more IO property.</p> <p>An email received from the MHSTCI on July 10, 2020 indicated that the Ministry had received the request for an expedited review of the Project Report Package for PIF P383-0164-2019. The notification email noted that MHSTCI will review the request and provide a written response within five business days. The response will let the project team know whether or not the expedited review has been granted and, if so, the estimated date by which a review of the report will be completed. For more information on Expedited Review Requests, the bulletin on Project Information Forms (PIFs) and the Archaeological Report Review Process (available on the website: http://ontario.ca/archaeologystandards). If the project team has any questions, they are to use PastPort’s ‘Ask a question’ feature in the Report module or send an e-mail to Archaeology@ontario.ca.</p> <p>An email received from the MHSTCI on July 13, 2020 indicated that the request for an expedited review of Stage 1 AA report submitted on July 8, 2020 had been granted. MHSTCI will review the report by Aug 10, 2020. The email noted that MHSTCI noted the requested review date and will attempt to complete the review by that date.</p> <p>An email and letter received from the Heritage Planner on July 21, 2020 stated the MHSTCI was thankful for the response table that included the comments on the draft Environmental Project Report (EPR) prepared by Parsons, including the draft Cultural Heritage Resource Assessment prepared by ASI dated October 2017, revised November 2019, and appended to the draft EPR. The email noted that MHSTCI comments of May 7, 2020 have been sufficiently addressed through the revisions described in the table and the MHSTCI does not have any further comments at this time.</p>	<p>The project team sent an email to the A/Heritage Advisor on May 19, 2020 stating that the email contained an attached file of a list of the CHERs that will be completed for the project.</p> <p>The project team sent an email to the A/Heritage Advisor on June 8, 2020 to see if MHSTCI had a chance to review the table sent on May 20, 2020. The email noted that the project team would like to know if any of the properties in the table require further review before the final review period. The project team wants to be sure there is enough time within the 120-day review period to address any remaining comments from MHSTCI. The email stated that the formal 30-day final EPR review period commences on August 13, 2020.</p> <p>The project team sent a response email to the Heritage Planner on June 19, 2020 stating that Municipalities will be able to review the CHERs/HIAs during the 30-day review period from August 13 – Sept 11, 2020. The email noted that a similar approach was taken for other MTO TPAP assignments. The email noted that ASI consulted with the municipalities as part of the CHERs. The heritage planners for each responded with confirmation of the heritage recognition and any additional information on the properties that they had available. The specifics of this consultation are outlined in the CHERs and HIAs. The email also noted that CHR 22 7696 Heritage Road, Brampton is owned by Infrastructure Ontario. The email noted that IO has reviewed all CHERs with exception of CHR 21 and agree with its findings.</p> <p>On July 7, 2020 the project team submitted a letter to MHSTCI requesting to expedite the review process of the Stage 1 AA report. The email noted that the Stage 1 Archaeological Assessment Report was submitted to MHSTCI on April 24, 2020. In previous 407 Transitway TPAPs (east of Hurontario Street to Brock Road), the Stage 1 Archaeological Assessment Reports were reviewed and entered into the Ontario Public Register of Archaeological Reports in advance of the final EPR. As such, the final Archaeological Reports were included as part of the final EPR submission for those TPAP projects. The project team would appreciate a consistent approach for this project by having the final Stage 1 Archaeological Report, reviewed and entered in the Register, prior to the release of the final EPR. Therefore, an expedited review of this Stage 1 Archaeological Assessment Report by July 28, 2020 was requested.</p> <p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 on the draft EPR.</p> <p>The project team sent an email to the Heritage Planner on July 21, 2020 providing MHSTCI with an update. The email noted that the project team is in the process of finalizing the EPR for the 407 Transitway from Brant St. to Hurontario St. for release on August 13, 2020. Notice of Completion letters announcing the completion of the EPR will be released the week of July 21, 2020. The email noted that the project team had not received a response to the June 24, 2020 submission of responses to MHSTCI comments on the Draft EPR/CHR. The project team wanted to know if it was ok to assume that the project team’s responses are satisfactory and there are no further comments.</p> <p>The Ministry of Heritage, Sport, Tourism and Culture Industries (formerly MTCS) was kept informed throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
Ministry of Municipal Affairs and Housing (MMAH) <ul style="list-style-type: none"> • Manager, Growth Policy • Planner, Community Planning and Development (West) • Manager of Community Planning and Development • Senior Planner 	<p>Initial contact letters sent on May 25, 2017.</p> <p>An email sent to MMAH on September 27, 2017, requested an electronic copy of the Parkway West Plan amendment. An email received from MMAH on September 27, 2017 containing the draft Parkway Belt West Plan amendment and a summary of background studies used in the preparation of the PBWP amendment.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email was received from the Planner, Community Planning and Development (West) on June 26, 2017 in response to the project 's Notice of Study Commencement, informed the project team that the MMAH is processing an application to amend the Parkway Belt West Plan to revise Maps 1-3 and 5, by adding lands to the 'Inter-Urban Transit' designation from Highway 407 (Town of Oakville) to Brant Street (City of Burlington) along the 407 ETR corridor. The map was attached to the email for reference. The MMAH is processing these applications along with comprehensive mapping.</p> <p>A second email was received from the Planner, Community Planning and Development (West) on June 26, 2017 noting a correction to the previously sent email. The email stated that the proposed amendment applied to lands generally along the Highway 403 corridor. This is incorrect, the proposed amendment applies to lands along the Highway 407 corridor. A map was attached to the email for reference.</p> <p>An email received from the Planner, Community Planning and Development (West) on September 18, 2018 in response to the invitation to the Technical Resource Group meeting. The Planner, Community Planning and Development (West) stated that at this time staff participation was not required but wishes to remain informed about the project. The Planner, Community Planning and Development (West) provided additional contacts to remain updated throughout the study.</p>	<p>Comments were noted by the project team.</p> <p>MMAH was kept informed throughout the study.</p> <p>No issues or concerns identified.</p>
Ministry of Agriculture, Food and Rural Affairs <ul style="list-style-type: none"> • Policy Advisor • Rural Planner 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received on September 28, 2018 from the Rural Planner asked to arrange a separate discussion about agricultural issues and asked to be provided with contact information of the consultant charged with addressing agriculture.</p>	<p>A phone conversation occurred in November 30, 2018 between the project team and the Rural Planner. The Rural Planner had some general land use planning questions related to the proposed study area as well as the study process and planned facilities questions. The project team communicated the TPAP process. The Rural Planner indicated that the evaluation of alternatives should include agricultural land and agricultural operations as one of the factors. The Rural Planner mentioned that agricultural factors are often grouped under land use/social or economic umbrella. The Rural Planner mentioned that land use factors often favour impacts to other land uses such as residential land uses over agricultural lands. The project team assured her that consideration would be made to minimize any impacts as much as possible. The Rural Planner mentioned that field investigation should be conducted by an agricultural specialist who will be able to identify agricultural operations, types of agricultural activities, drainage tiles, etc. and provided the project team with a link to the Ministry's website where mapping information on agricultural systems are presented, via email. The project team stated that agricultural land and operations are included as a factor in the evaluation process. The project team also informed the Rural Planner on future opportunities to review the preferred alternative design and comment on</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
Ministry of Natural Resources and Forestry (MNRF) <ul style="list-style-type: none"> • Senior District Planner (Aurora District) • District Planner (Aurora District) • Management Biologist 	<p>Initial contact letters sent on May 25, 2017.</p> <p>Emails regarding data requests were made on July 4, 2017, July 5, 2018, and August 19, 2019.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Management Biologist on September 6, 2017 included a letter with all the previous data requests on species at risk. Data was also received upon request from the Management Biologist on August 19, 2019.</p> <p>An email was received from the District Planner (Aurora District) on July 5, 2018 regarding data requests and noted that there are numerous species at risk and natural areas to be considered in this 43 kilometre segment. Species at risk recorded in the vicinity include: Butternut (endangered), Redside Dace (endangered, in Fourteen Mile Creek and tributaries of the Credit River), Jefferson Salamander (endangered), Northern Myotis (endangered), Silver Shiner (threatened, in Bronte Creek and Sixteen Mile Creek), Bank Swallow (threatened), Barn Swallow (threatened), Bobolink (threatened), Chimney Swift (threatened), Eastern Meadowlark (threatened), Monarch (special concern), Snapping Turtle (special concern), Canada Warbler (special concern) and Eastern Wood-pewee (special concern). There is potential for other endangered bats (Eastern Small-footed Myotis, Little Brown Myotis, Tri-colored Bat) in cavities or leaf clusters as well as buildings. The email noted that the list is not exhaustive and appropriate inventory work is needed. Approval from MNRF may be required if the work proposed could cause harm to any species that receive protection under the <i>Endangered Species Act 2007</i>. Natural areas include the evaluated significant North Oakville-Milton West and East Wetland Complexes, the Churchville-Norval Wetland Complex, significant woodlands, significant valleylands, and probable significant wildlife habitat. Attached to the email was broad-scale maps of the evaluated significant wetlands. The District Planner asks in the email if the information collected from fieldwork be reported. Th email notes that the District Planner (Aurora District) would like to set up a meeting as the project progresses.</p> <p>An email received from the Management Biologist on November 8, 2018 in response to the first TRG meeting invite. The email noted the following initial comments:</p> <ol style="list-style-type: none"> 1. There is habitat of Silver Shiner (threatened) at the proposed crossings of Bronte Creek and Sixteen Mile Creek. 2. There is occupied habitat of Redside Dace (endangered) in Fourteen Mile Creek downstream from Tremaine Road. Therefore, in the Tremaine Road vicinity, there is some preference for the northwestern alignment option 1 as it may minimize potential impacts on Redside Dace habitat compared to the southeastern alignment option 2. 3. There is occupied habitat of Redside Dace in the proposed crossing of Fletcher’s Creek and recovery habitat of Redside Dace in the proposed crossing of Levi’s Creek, both being tributaries of the Credit River. 4. Habitat of American Eel (endangered) may occur in the watercourses mentioned above. 5. The proposed route may affect the provincially significant Churchville-Norval Wetland Complex to the northeast of the Credit River. 6. There are significant woodlands along the main (Bronte Creek, Sixteen Mile Creek and Credit River) valleys as well as: northwest of Highway 407 between the CNR track and Tremaine Road; southeast of Highway 407 east of Bronte Road (Regional Road 25) at the site of a potential maintenance storage yard; between Bronte Creek and Neyagawa Boulevard; between Sixth Line and Trafalgar Road; east of Trafalgar Road; possibly between Highway 407 and Ninth Line; at the site of the Derry Road Station Option B; and east of Mavis Road. 7. All treed areas should be investigated for the potential habitat of endangered bats and for the presence of endangered Butternut trees of all sizes, including seedlings. <p>Endangered and threatened species and their habitats are protected by the <i>Endangered Species Act</i>. Appropriate approvals may be required if the work you was proposing could cause harm to these species and their habitats. Absence of information provided by MNRF does not categorically mean the absence of sensitive species or features. The email also stated that MNRF wanted the project team to report all information related to natural heritage during fieldwork to the Aurora District Office.</p>	<p>the draft EPR prior to release. It was noted that consideration is given to the draft Agricultural Impact Assessment guidelines.</p> <p>The Ministry of Agriculture, Food and Rural Affairs was kept informed throughout the study.</p> <p>The project team sent an email response to the comments received on November 14, 2018 from the District Planner (Aurora District). The project team stated that the information provided was incorporated into the natural heritage assessment and field investigations will resume in 2019. The email noted that the results of these investigations will be provided to MNRF once completed through review of the Draft Environmental Project Report (EPR).</p> <p>The project team sent an email to the District Planner on August 19, 2019 containing the MNRF Data Request (part of the MTO/DFO/MNRF Fisheries Protocol), the Aurora District Info Request Form and a watercourse/site map for an additional section of the 407 Transitway. The email noted the project area expanded to Hurontario Street.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>MNRF were kept informed throughout the study.</p>
Infrastructure Ontario / Ministry of Economic Development, Job	<p>Initial contact letters sent on May 25, 2017.</p>	<p>An email received on May 30, 2017, from the Senior Policy Advisor, Policy Coordination and Business Climate Branch noted a change in contact information and no concerns about the study at this time, but wish to remain informed about the study’s progress.</p>	<p>IO’s email was noted. No issues or concerns identified. The project contact list was updated throughout the study, as required.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<p>Creation and Trade (formerly Ministry of Economic Development, Employment and Infrastructure)</p> <ul style="list-style-type: none"> • Director, Land Use Planning • Senior Policy Advisor, Policy Coordination and Business Climate Branch • Project Manager, Portfolio Planning and Development • Manager, Heritage Projects 	<p>On August 15, 2017, the Project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel.</p> <p>Data requests were made by the project team on September 10, 2018.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email and letter received from the Project Manager in Development Planning at Infrastructure Ontario on June 20, 2017 stated that the Ministry of Infrastructure (“MOI”) owns land adjacent to Highway 407 in the EA transitway study area (west of Brant Street to west of Winston Churchill Boulevard). As such, Infrastructure Ontario as agent to MOI, has a vested interest in the 407 Transitway EA and its impact on MOI’s property and future land value. IO requests to be invited to future stakeholder meetings, be kept informed of progress with the EA study, and to circulate 10 on all notices related to the project.</p> <p>On August 15, 2017, the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel regarding the Ninth Line Corridor. The meeting discussion included:</p> <ul style="list-style-type: none"> • The status of the City of Mississauga’s Shaping Ninth Line land use plan; • The section of 407 Transitway between Brant St., Burlington and Winston Churchill, Brampton/Mississauga, which is inclusive of the Transitway traversing through Ninth Line lands; • The 407 Transitway TPAP process and next steps; • The status on the draft Regional Official Plan Amendment (ROPA) for urban boundary adjustment to add Ninth Line lands that went to Council on June 22, 2017, and received direction to proceed to a public meeting on October 26, 2017; and • The Official Plan Amendment (OPA) brings lands into the regional urban boundary under former Growth Plan and does not include land use policies which will be covered by the Mississauga OP. <p>An email received on April 4, 2018 from the Project Manager, Development Planning asked about the total number of parking spaces for the Derry Road Station according to the latest plans. The Project Manager counted 959 spaces according to the 1998 MRC Transitway Corridor Protection Study. The Project Manager wanted to know if the study was outdated. According to an excerpt from the “Ninth Line Lands Study – Transportation Assessment – Emerging Land Use Concept” (July 2017) from the City of Mississauga, there are 3,360 spaces at Derry Road Station.</p> <p>An email received on September 25, 2018 from the Project Manager, Portfolio Planning and Development noted that both alternatives shown for the section of the 407 Transitway on the west side of Mavis Road show the runningway on the south side of the 407 ETR. It was noted that they have a small 1.25-acre property on the west side of Chinguacousy Road that is planned to be surplus, the Project Manager, Portfolio Planning and Development asked if MTO be ok if IO surplused this property on the north side of the 407 ETR.</p> <p>An email received on January 15, 2020 from the Project Manager, Development Planning asked if MTO decided to drop the parking forecast from approximately 3,400 (or 4,000) spaces to approximately 700 spaces for Derry Road Station? He noted that it seemed to be a large drop.</p> <p>An email received from the Manager, Heritage Projects on May 14, 2020 stated that he would review the Cultural Heritage Evaluation Reports (CHERs) and provide comments by May 28, 2020.</p> <p>An email received from the Manager, Heritage Projects on June 9, 2020 stating that the CHER reports have been reviewed and the Manager, Heritage Projects is in agreement with each of the recommendations and conclusions with respect to heritage identification per property. That is Not heritage: CHER_4233 Trafalgar Rd_FINAL_13May2020 CHER_7044 Ninth Line_FINAL_13May2020 CHER_7696 Heritage Rd_FINAL_13May2020 Provincial Heritage Property: CHER_6056 Ninth Line DRAFT (church + cemetery) CHER_7655 Heritage Rd_FINAL_13May2020 (log cabin).</p> <p>An email received from the Manager, Heritage Projects on July 3, 2020 stated his appreciation on being kept up to date on the files. The email also stated that on review IO has no comment on the CHER report on 2800 Meadowpine Boulevard and agrees with the heritage recommendations (not a PHP nor a PHPPS).</p> <p>An email received from the Manager, Heritage Projects on July 27, 2020 stated that the Manager, Heritage Projects has no comments/changes proposed for the draft reports and was thankful for being able to review the reports.</p>	<p>An email response was sent by the project team on April 4, 2018. The email stated that the 1998 Transitway Corridor Protection study is outdated and did not accommodate for any carpool spaces. The study also identified 3 stations in the Ninth Line corridor, whereas the one (next to the rail tracks) has been eliminated, leaving only 2 (Britannia and Derry) in this area. Since 1998, development has continued in Mississauga and Milton giving the catchment area a much larger footprint. The Ministry asked the City of Mississauga to use an estimated 4,000 total spaces in the Ninth Line Corridor as part of their Land Use study, knowing that a complete ridership analysis and modelling was done as part of our EA in the area. The 4,000 spaces was an estimated guess and that number could be reduced (or increased). The City study designed the stations to accommodate the total number of parking spaces the Ministry required, but the 407 Transitway EA may re-design the locations and footprint sizes accordingly. Once the forecasting/modelling is complete, the project team will know the accurate number of spaces required. Unfortunately, the project team is not there yet.</p> <p>An email response sent by the project team on September 26, 2018, noted that MTO reviewed the attached file and briefly discussed with the rest of the project team. The project team comments stated the following:</p> <ul style="list-style-type: none"> • The parking lot on Parcel B has already been constructed as part of the subway station and the approved 407 Transitway station. MTO is not sure why this would be on a surplus list. • MTO’s SHMO office will have to review and comment. • MTO suggests that the parcel holds off until the 407 Transitway alignment crossing has been properly identified and designed. MTO does not want to see the property surplused, and then be required for the Transitway infrastructure. MTO will be able to determine its need during the draft EPR phases in 2019. • This property will likely be required for the 407 Transitway alignment as it crosses through (above/below) the 407/403 interchange. <p>An email response sent by the project team on February 6, 2020 stating that as mentioned before, MTO provided a conservative high-level estimate to the City of Mississauga to use within their Ninth Line Land Use study, as they could not wait for MTO’s EA. An actual ridership model was run as part of the on-going 407 Transitway EA assignment (Brant to Hurontario), and the 2041 forecast parking demand is actually 700 parking spaces at the Derry Road Station location.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>The project team sent the Cultural Heritage Evaluation Reports (CHERs) prepared for four properties owned by Infrastructure Ontario to the Manger, Heritage Projects on May 13 and 14, 2020 via email. It was noted that the fifth CHER will be provided upon the completion and review by MTO. In order to align with the TPAP process, the project team provided the Manger, Heritage Projects with a deadline of May 28, 2020 for review and comments.</p> <p>The project team sent an email to the Manager, Heritage Projects on June 9, 2020 following up to see if there were any comments on the CHERs that were sent on May 14, 2020.</p> <p>The project team noted the comments that were sent by the Manager, Heritage Projects on June 9, 2020. No further action required.</p> <p>The project team sent an email with the CHER for IO’s property on 2800 Meadowpine Boulevard to the Manager, Heritage Projects for review as part of the 407 Transitway TPAP on June 23, 2020. The project team asked if comments could be provided by July 7, 2020.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
			<p>The project team sent two emails to the Manager, Heritage Projects on July 13, 2020. The first email provided the HIA for the property on 7696 Heritage Road. The email requested for comments to be provided by July 24, 2020. Similarly, the second email contained the HIA for 7655 Heritage Road and requested for comments to be provided by July 24, 2020.</p> <p>The project team sent a follow-up email to the Manager, Heritage Projects on July 27, 2020 regarding HIAs for 7696 Heritage Road and 7655 Heritage Road properties.</p> <p>The Ministry of Infrastructure Ontario / Economic Development, Job Creation and Trade was kept informed throughout the study.</p>
<p>Ministry of the Environment, Conservation and Parks (formerly Ministry of the Environment and Climate Change)</p> <ul style="list-style-type: none"> • Manager, Halton Peel District Office • Project Officer, (Project Coordination, Team 1) • Special Project Officer, Environmental Assessment Services 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Special Project Officer, Environmental Approvals Branch On May 29, 2017 stated a list of Aboriginal Communities that may have a right or interest in the proposed Highway 407 Transitway project. The following Communities must be consulted:</p> <ul style="list-style-type: none"> • Six Nations of the Grand River; • Mississaugas of the New Credit First Nation; and • Huron Wendat. <p>An email received from the Project Officer Project Coordination, Team 1 on November 27, 2019 requested the Aboriginal community contact list, the date the draft EPR is to be submitted and when the comments on the draft EPR would be due for MECP.</p> <p>An email received from the Project Officer Project Coordination, Team 1 on November 28, 2019 stated that she would reach out to the MECP review team and ask if they require paper or electronic copies of the Draft EPR.</p> <p>An email received from the Project Officer Project Coordination, Team 1 on May 26, 2020 noted comments from the Ministry with respect to air quality assessment (AQA). The emailed stated that the project team had addressed AQA comments and concerns (modelling the tunnel as a road – and concluded that the response and commitment was acceptable). What was missing was in regards to the project team’s response to comment no. MECP-15. The response to MECP-15 notes that the modelling input and output files for PM10 are attached with the table in the email, which was missing. The Ministry would like to confirm if the modelling follows the methodology stipulated in the AQ impact assessment report and wanted to know if this was sent separately. If this cannot be done/ sent by the project team, it is not a big concern at this time. A quick check of the input and output file to see if some of the inputs make sense is usually done, the Ministry also wanted to confirm if the model version if AERMOD was used, as it was suspected that the project team used AERMOD.</p> <p>An email received from the Project Officer, Environmental Assessment Services on June 3, 2020 noted additional MECP comments.</p> <p>An email received from the Project Officer, Environmental Assessment Services on June 10, 2020 noted one more reviewer could not find his previous comments in his files. The email noted that the Project Officer, Environmental Assessment should have the comments shortly. The email also asked if the reviewer has any additional comments, would the project team be able to revise the table?</p> <p>An email received from the Project Officer, Environmental Assessment Services on June 23, 2020 noted that MECP had no more reviewer comments for the project team.</p>	<p>The project contact list was updated throughout the study, as required.</p> <p>A letter sent by the project team to the Director of Environmental Approvals Branch at MECP on May 8, 2017 asked for a list of bodies that may assist in identifying Indigenous Communities that may be interested in the 407 Transitway project .</p> <p>An email response sent by the project team to to the Project Officer Project Coordination, Team 1 on November 28, 2019 provided the latest Aboriginal Community list for reference. The email noted that The Draft EPR would be available for review on December 10, 2019 and that the project team requests comments on by January 30, 2020. The Draft EPR will be available to the members in the Technical Resource Group, as well as the Aboriginal Communities identified on the study mailing list.</p> <p>An email response and letter sent by the project team to the Project Officer Project Coordination, Team 1 on December 4, 2019 stating the availability of the Draft Environmental Project Report for review and comment. The letter also provided a summary of findings in regards to species at risk. The project team notes that they understand that communication regarding species at risk issues is now with MECP. The letter also states that the draft Environmental Project Report will be available on December 10, 2019.</p> <p>An email response sent by the project team to the Project Officer Project Coordination, Team 1 on May 28, 2020 included an attachment of the model output file for PM10.</p> <p>An email response sent by the project team to the Project Officer Environmental Assessment Services on June 9, 2020 included an email with the attached final Comment/Response table including the additional comments received from MECP on June 3, 2020. The email noted that the project team is moving forward in addressing all comments received to complete the Final EPR and Specialized Reports.</p> <p>An email response sent by the project team to the Project Officer Environmental Assessment Services on June 10, 2020 stated that the project team would be able to address the additional comments from the reviewer.</p> <p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 and on the draft EPR.</p> <p>Ministry of the Environment, Conservation and Parks was kept informed throughout the study.</p>
CONSERVATION AUTHORITIES			
<p>Conservation Halton</p> <ul style="list-style-type: none"> • Manager of Planning and Regulation Services 	<p>Initial contact letters sent on May 25, 2017.</p>	<p>An email was received from the Environmental Planning Analyst on July 28, 2017 noting Conservation Halton’s comments and checklist regarding the Notice of Study Commencement for the 407 Transitway project.</p> <p>On August 15, 2017 the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel regarding the Ninth Line Corridor. The meeting discussion included:</p>	<p>An email was sent to the Environmental Planner on November 1, 2017 noting that the project team confirmed with the Environmentalists and Drainage staff, and would like to be provided with all the items in the scope listed in the table below. The table outlined the specific information they are looking for to compliment the list provided.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN																												
<ul style="list-style-type: none"> Environmental Planner Environmental Planning Analyst 	<p>On August 15, 2017, the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel.</p> <p>Correspondence regarding background data request were made via email on November 1, 2017, and reoccurred throughout the project.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<ul style="list-style-type: none"> The status of the City of Mississauga’s Shaping Ninth Line land use plan; The section of 407 Transitway between Brant St., Burlington and Winston Churchill, Brampton/Mississauga, which is inclusive of the Transitway traversing through Ninth Line lands; The 407 Transitway TPAP process and next steps; The status on the draft Regional Official Plan Amendment (ROPA) for urban boundary adjustment to add Ninth Line lands that went to Council on June 22, 2017, and received direction to proceed to a public meeting on October 26, 2017; and The Official Plan Amendment (OPA) brings lands into the regional urban boundary under former Growth Plan and does not include land use policies which will be covered by the Mississauga OP. <p>An email was received from the Environmental Planner on August 28, 2017 that was forwarded to the project team. The email noted comments that Conservation Halton will be taking part in site visit to the study area to look for specific point of interest (e.g. watercourses, wetlands) and have further discussions with the City and consultants about the project.</p> <p>An email was received from the Environmental Planner on October 25, 2017 noting that given the size of the study area and the amount of natural hazard and natural heritage lands it traverses, there is a substantial amount of information that could be provided such as:</p> <ul style="list-style-type: none"> Conservation Halton’s Approximate Regulatory Limit Mapping (includes watercourses, floodplain, top of bank and meander belt erosion hazards, wetlands and associated hazard allowance setbacks); Hydrologic and Hydraulic Modelling (the study area traverses 11 subwatersheds and we would need to determine if modelling is available for every area); Subwatershed Boundaries for Upper Rambo, Roseland, Tuck, Shoreacres, Appleby, Sheldon, Bronte, Fourteen Mile, McCraney, Sixteen Mile, Joshua’s Creeks; Topographic Contour Information; Conservation Halton’s Long-Term Environmental Monitoring Program Aquatic and Terrestrial station/site locations (and corresponding data, if required); Fish Community and Distribution Information; Stream Temperature Stations; Benthic Monitoring Stations; Ontario Stream Assessment Protocol Sites; Stream Barriers; Water Quality Stations; Groundwater Monitoring Wells; Hydrological Features; and, North Oakville Subwatershed Study Mapping Files. <p>Conservation Halton also wanted to confirm if the project team had data requests in with the Ministry of Natural Resources and Forestry for information regarding Provincially Significant Wetlands, Areas of Natural and Scientific Interest, Species at Risk records and Halton Region for Significant Woodlands. Their environmental information should also be considered in the study.</p> <p>An email received on September 4, 2018 from the Environmental Planner acknowledged the invitation for the TRG #1 meeting and asked for additional information and materials (agenda items) anticipated at the meeting.</p> <p>An email received from the Environmental Planner on November 14, 2018 acknowledged the link to the alignment alternatives from the presentation. The email noted that staff are currently reviewing the material against the regulatory mapping to provide feedback on any major environmental concerns for this stage. The email noted that feedback would not be finalized by end of the day. The Environmental Planner recognizes that the PICs are fast approaching, and apologized for the delay.</p> <p>An email received from the Environmental Planner on November 29, 2018 attached Conservation Halton’s comments regarding PIC #1 and the alignment alternatives shown in the TRG #1 presentation. The email noted that the Conservation Halton looks forward to continuing their participation in the study process with MTO and the consultant team.</p>	<table border="1" data-bbox="2066 332 2937 776"> <thead> <tr> <th>Item</th> <th>Data</th> <th>Preferred Format</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Hydrologic and Hydraulic Models. Required for all sub-watersheds traversed by the study area: Upper Rambo, Roseland, Tuck, Shoreacres, Appleby, Sheldon, Bronte, Fourteen Mile, McCraney, Sixteen Mile, Joshua’s Creeks, Morrison Creek.</td> <td>HEC-RAS and Visual OTTHYMO</td> <td>This will be required for all tributaries/creeks located within the project limits, if available.</td> </tr> <tr> <td>2</td> <td>Conservation Halton’s Approximate Regulatory Limit Mapping (includes watercourses, floodplain, top of bank and meander belt erosion hazards, wetlands and associated hazard allowance setbacks)</td> <td>PDF, DWG and GIS Shapefiles</td> <td></td> </tr> <tr> <td>3</td> <td>Subwatershed Boundaries</td> <td>PDF, DWG and GIS Shapefiles</td> <td>Required for all sub-watersheds listed in Item#1, i.e. Upper Rambo, Roseland, Tuck, Shoreacres, Appleby, Sheldon, Bronte, Fourteen Mile, McCraney, Sixteen Mile, Joshua’s Creeks, Morrison Creek.</td> </tr> <tr> <td>4</td> <td>Topographic Contour Information</td> <td>DWG and GIS Shapefiles</td> <td>Maximum contour interval should be 1 m</td> </tr> <tr> <td>5</td> <td>Hydrological Features</td> <td>DWG or GIS Shapefiles</td> <td></td> </tr> <tr> <td>6</td> <td>North Oakville Subwatershed Study Mapping Files</td> <td>DWG or GIS Shapefiles</td> <td></td> </tr> </tbody> </table> <p>The email noted that data requests were sent to both MNRF and to Fisheries to answer Conservation Halton’s outstanding questions.</p> <p>An email response sent to the Environmental Planner on September 10, 2018 stated that the agenda would be circulated close to the date along with a brief description of what would be presented.</p> <p>The project team sent an email response to the Environmental Planner on November 14, 2018 stating that the project team is more than happy to accept input once it’s ready. However, it will be too late to incorporate into the PIC boards - the project team will use this feedback in future work.</p> <p>The project team sent an email response to the Environmental Planner on January 23, 2019 noting that Conservation Halton’s feedback is appreciated. The email noted that the findings and results of Phase 3 of the SWS of the Ninth line Lands will be valuable to the project team. According to our current project schedule, the project team should have the preferred alternative defined by Summer/Fall 2019. It would be helpful to the project team to have access to a draft of the report before final submission. The email noted that If Conservation Halton thinks this is appropriate, the project team will contact the City. Another option could be for the drainage experts involved in both projects to meet to discuss issues and findings.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>Conservation Halton was kept informed throughout the study.</p>	Item	Data	Preferred Format	Remarks	1	Hydrologic and Hydraulic Models. Required for all sub-watersheds traversed by the study area: Upper Rambo, Roseland, Tuck, Shoreacres, Appleby, Sheldon, Bronte, Fourteen Mile, McCraney, Sixteen Mile, Joshua’s Creeks, Morrison Creek.	HEC-RAS and Visual OTTHYMO	This will be required for all tributaries/creeks located within the project limits, if available.	2	Conservation Halton’s Approximate Regulatory Limit Mapping (includes watercourses, floodplain, top of bank and meander belt erosion hazards, wetlands and associated hazard allowance setbacks)	PDF, DWG and GIS Shapefiles		3	Subwatershed Boundaries	PDF, DWG and GIS Shapefiles	Required for all sub-watersheds listed in Item#1 , i.e. Upper Rambo, Roseland, Tuck, Shoreacres, Appleby, Sheldon, Bronte, Fourteen Mile, McCraney, Sixteen Mile, Joshua’s Creeks, Morrison Creek.	4	Topographic Contour Information	DWG and GIS Shapefiles	Maximum contour interval should be 1 m	5	Hydrological Features	DWG or GIS Shapefiles		6	North Oakville Subwatershed Study Mapping Files	DWG or GIS Shapefiles	
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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<p>An email received from the Environmental Planner on January 23, 2019 provided thanks for the formal response to Conservation Halton’s comments of November 29, 2018. The email noted that in regard to Comment CH-5, they are anticipating submission of Phase 3: Implementation report of the Ninth Line Lands Scoped Subwatershed Study (SWS) sometime in 2019. The project team is aware of the City’s ongoing study and there will future discussions around the integration of the two studies once the Phase 3/final report of the SWS is made available for review. The email noted that Conservation Halton looks forward to continuing our participation as a member of the Technical Resource Group and is available for teleconferences/meetings as the study progresses through the study design and evaluation process, as needed. For the email received on January 23, 2019 in regards to TRG meeting #1 comments. Refer to Table 8.2.</p>	
<p>Credit Valley Conservation</p> <ul style="list-style-type: none"> Senior Manager, Planning Ecology 	<p>Initial contact letters sent on May 25, 2017.</p> <p>Background data was requested via email on June 14, 2018. The project team received data requests on October 02, 2018.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email and comment form received from the Manager, Planning Ecology on September 5, 2018 noted that Credit Valley Conservation (CVC) would be unable to attend the TRG meeting due to previous commitments, but wishes to remain informed about the study’s progress and would like to be provided with any available minutes.</p>	<p>The email received was noted and CVC was informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p>
UPPER-TIER AND LOWER TIER MUNICIPALITIES			
<p>Halton Region</p> <ul style="list-style-type: none"> CAO Halton Regional Chair Transportation Planning Coordinator Manager, Infrastructure Planning and Policy Director of Infrastructure Planning and Policy Director of Planning Services 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>On February 28th, 2019, the Project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.</p> <p>TRG members were provided with access to the</p>	<p>An email was received from the Transportation Planning Coordinator on June 26, 2017 in response to the Notice of Commencement Study. The email included attachments that included a series of tables and maps that outline Halton Region’s existing and proposed Transportation, Water and Wastewater infrastructure within the study area.</p> <p>An email received from the Senior Project Manager, Transportation on June 30, 2017 provided additional contact information and stated that she would be commenting on this study by the date specified.</p> <p>An email received from the Manager, Infrastructure Planning and Policy on September 27, 2018 requested the slides and roll plans (once provided) to review in detail, prior to meeting with the project team at the TRG # 1 meeting. The email also indicated that Halton Region wanted a list of potential dates for meeting as well.</p> <p>An email was received from the Manager, Infrastructure Planning and Policy on November 12, 2018 stating that Halton Region Staff (Infrastructure Planning and Planning Services) has reviewed the material presented on September 25, 2018, at the Technical Resource Group (TRG) Meeting #1, held by MTO and provide preliminary comments. The email noted that Halton Region looks forward to discussing comments further at the meeting scheduled for December 3, 2018. For TRG meeting #1 comments. Refer to Table 8.2.</p>	<p>The project team sent an email response to the Manager, Infrastructure Planning and Policy on September 26, 2018 that included the presented slides for review. The email noted that the project team is preparing a roll-plot with all the different alignment alternatives for Region of Halton’s use. The project team is thinking of meeting early to mid-November and wanted to know if that worked well for the Manager, Infrastructure Planning and Policy. The project team noted that they look forward to Halton Region’s feedback on the project.</p> <p>An email sent in response to the Manager, Infrastructure Planning and Policy on October 9, 2018, stating that MTO and the project team thinks that the best approach would be to delay the meeting at this time. The project team will be holding the first Public Information Centre (PIC # 1) scheduled for November 28th and 29th. The project team will be sending out PIC notification letters to all interested stakeholders (including members of the public) as well as Halton Region in advance of the meeting. The PIC boards will reflect what was presented at the TRG in September, however, the project team encourages staff from the Region to attend the PIC. The email also stated that there would be a separate Agency timeslot before the public-portion of the open house.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<ul style="list-style-type: none"> Senior Project Manager, Transportation Infrastructure Network Analyst 	<p>Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>On February 28, 2019 the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills. The meeting involved an overview of:</p> <ul style="list-style-type: none"> Local/region comments and MTO responses; The region's infrastructure improvements within the project study area; Updates on the findings from the November 2018 PICs; Updates on the development of the 407 Transitway alternatives; and <p>Next steps and other businesses.</p> <p>An email received from the Infrastructure Network Analyst on April 5, 2019 noted that he had reviewed the document tracking sheet and provided the following Halton Region Studies and Plans for consideration:</p> <ul style="list-style-type: none"> Halton Region Road Capital Project Map 2018-2031 (PDF Map) Mobility Management Strategy for Halton Staff Report (PDF Document) Road to Change – Halton Region Transportation Master Plan https://www.halton.ca/For-Residents/Roads-Construction/Infrastructure-Master-Plans [halton.ca] Halton Region Active Transportation Master Plan https://www.halton.ca/For-Residents/Roads-Construction/Infrastructure-Master-Plans [halton.ca] Dundas Corridor Study EA – Brant Street to Bronte Road – Available Upon Request Trafalgar Road Corridor Study- Cornwall to Highway 407 – Available Upon Request <p>The email noted that at the last meeting, Parsons indicated it would be helpful if the Region could provide more information related to existing water and wastewater pipes crossing the 407 study area. The Region has assembled a package of drawings displaying the locations and approximate elevations of these pipe crossings. In order for the Region to provide this package, Parsons will need to establish a new Data License Agreement by submitting a data request to maprequests@halton.ca. When submitting the request, please indicate that the data package being requested has already been assembled by the Water and Wastewater Planning Group.</p> <p>An email received from the Infrastructure Network Analyst on May 13, 2019 thanked the project team for the opportunity to review the TW4 Design Criteria as provided in the email dated March 15, 2019, and as presented in the TRG#1 and PIC#1. The following comments were provided: The Region has the following high-level comments on the Design Criteria for your consideration. We appreciate the opportunity to review the detailed analysis and evaluation of the alternatives as soon as they are available to share with the stakeholders.</p> <ul style="list-style-type: none"> In the Natural Criteria category, it must be noted that many of the listed natural heritage features are already protected through Regional Official Plan policies which prescribe the type of "Regionally acceptable" impact assessments and studies to be undertaken to assess the risks. Please expand the Socio-Economic Criteria pertaining to compatibility with Provincial and Municipal plans. This is a significantly vast category under a multilayered planning Framework. Many areas within the overall study area have multiple designations by various levels of governments including some with very strict land use permissions. Some areas are also either undergoing planning or under appeal. Please include criteria related to the consistency and integration with Regional and Local Transportation Master Plans and Active Transportation Master Plans. Please include specific criteria related to integration of transit and active transportation systems: <ul style="list-style-type: none"> Integration with Local Transit Network (including potential for connections to local transit service) Integration with Regional and Local Plans (i.e. Halton Region Mobility Management Strategy Study) Integration with Active Transportation Network (including potential for accessing the station by walking and cycling) Please include specific criteria related to the impact on the regional existing and planned infrastructure: <ul style="list-style-type: none"> Impact on the existing and future planned road network Impact on the existing and future planned water and wastewater infrastructure Please expand the criteria on Station Site Area to include: <ul style="list-style-type: none"> Ability to accommodate ridership demand Station access requirement Ability to provide water and wastewater servicing to station From a land use perspective, what is the current vision for such areas? Are there any non-transportation related uses envisioned for these sites? Please expand the criteria on Constructability and Cost to include: <ul style="list-style-type: none"> Structural Requirements Construction Staging 	<p>The project team sent an email response to the Manager, Infrastructure Planning and Policy on November 15, 2018 stating Halton Region's input to this project is very valuable and appreciated. The email noted that as indicated in the TRG session, the project is currently at the planning level. At this time, the project team is presenting to stakeholders and the public initial findings and all potential alignments, station, and maintenance yard site alternatives (some of which have been carried forward from the previous MTO Corridor Protection Study), to obtain feedback that will be considered as part the evaluation of alternatives, in accordance with Ontario Regulation 231/08, Transit Project and Metrolinx Undertakings, under the <i>Environmental Assessment Act</i>. After receiving feedback from PIC #1, the project team will continue the consultation process as the design progresses, and will be discussing all specific comments, concerns, etc. through future meetings and correspondence.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>An email response from the project team was sent on May 15, 2019 noting that the Draft Environmental Project Report will be circulated for Stakeholder review – currently anticipated to be late Fall 2019, following the second Technical Resource Group meeting for this project. This report will include the complete detailed alternatives evaluation tables for stakeholder review and comments – which will include more details regarding the breakdown of the evaluation criteria etc.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>Halton Region was kept informed throughout the study.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<ul style="list-style-type: none"> Drainage and Stormwater Management. <p>An email was received from the Infrastructure Network Analyst on April 22, 2020 in response to the project team’s comments on the draft EPR (refer to Table 8.1.2 for the comments).The email stated that comment “HR3”, Halton Region understands that the Planned Rapid Transit Infrastructure (2016 – 2041) in section 2.3.2.1 was used in the ridership model for this study and is based on the current Metrolinx RTP. However, Halton Region completed the Defining Major Transit Requirements Study (DMTR) in 2019, which identified the Preliminary Recommended Transit Network in 2031 and 2041 in Halton Region. As requested, Halton Region attached information to be included in the map as Municipal Plans.</p>	
<p>City of Burlington</p> <ul style="list-style-type: none"> Mayor Ward 3 Councillor City Manager Director of Transportation Services Manager, Transportation Planning and Parking Manager, Development and Infrastructure Manager of Policy and Research Manager of Transit Business Administration Manager of Planning Development Manager of Development & Storm Water Engineering Senior Manager of Government Relations 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>On February 28th, 2019 the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Manager, Transportation Planning and Parking on July 26, 2018 asked to review records and confirm who the representatives from the City of Burlington are to touch base with them and organize an internal meeting with them. The Manager, Transportation Planning and Parking also wanted to ensure that going forward he was added to all future communications.</p> <p>An email received from the Manager, Transportation Planning and Parking on August 24, 2018 noted that he spoke with one of the project team members on the phone and discussed the appropriate staff members at the City of Burlington to participate on the technical resource group / liaison for the 407 Transitway study. The Manager, Transportation Planning and Parking pulled together a list of contacts that may represent the City of Burlington at a Senior Management Level and subject matter experts who should be invited to the technical resource meeting in September:</p> <p>Kaylan Edgcumbe, Manager of Transportation Planning kaylan.edgcumbe@burlington.ca Andrea Smith, Manager of Policy and Research andrea.smith@burlington.ca Colm Lynn, Manager of Transit Business Administration colm.lynn@burlington.ca Tami Kitay, Manager of Planning Development tami.kitay@burlington.ca Cary Clark, Manager of Development & Storm Water Engineering cary.clark@burlington.ca Kwab Ako-adjei, Senior Manager of Government Relations kwab.ako-adjei@burlington.ca.</p> <p>An email received by the Manager, Transportation Planning and Parking on November 12, 2018 stated that The City of Burlington has prepared a formal response in regards to the preferred alignment – as presented at the Technical Resource Group Meeting on September 25th. The City of Burlington’s preliminary response recognizes that additional comments will follow once we have had an opportunity to review the roll plans and undertake a coordinated review with Halton Region. In the meantime, The City of Burlington wanted to capture our position before the PIC being held on November 28th and 29th.</p> <p>An email received from Ward 3 Councillor of the City of Burlington on December 14, 2018 asked when the anticipated start and completion date of the 407 Transitway according to present timelines? And when would the buses be running?</p> <p>On February 28th, 2019 the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills. The meeting involved an overview of:</p> <ul style="list-style-type: none"> Local/region comments and MTO responses; The region’s infrastructure improvements within the project study area; Updates on the findings from the November 2018 PICs; Updates on the development of the 407 Transitway alternatives; and Next steps and other businesses. <p>An email was received from the Manager, Integrated Mobility Transportation Services on July 25, 2019 stating that the City received the letter dated June 10, 2019 in regards to impacted property owners lands by the Transitway. A letter was attached to the email with additional comments and information about the impacted lands.</p> <p>An email was received on August 2, 2019 from the Manager, Integrated Mobility Transportation Services stating that the City of Burlington staff employees were asked about availability the first two weeks of August to discuss the project. The email noted that although the region is unavailable to attend, the Manager Integrated Mobility Transportation Services was able to secure time in everyone’s schedule to meet on August 13th. Given the sensitivity of the project and impacts on development-ready employment lands, the City of Burlington feels that the meeting should take place in person. The email noted that the Manager, Integrated Mobility Transportation Services was confused as to why there was an initial request to meet for the purposes of presenting materials prior to PIC #2. The email stated that if the project team could not meet on August 13th, they could provide an alternate date before PIC #2. The email noted that the City of Burlington has both ward Councillors and Mayor interested in the study as</p>	<p>The project contact list was updated throughout the study, as required.</p> <p>An email response was sent to the Manager, Transportation and Planning on November 15, 2018 thanking him for taking the time to review the material presented in the Transportation Resource Group (TRG) and provide comments. As indicated in the TRG session, the project is currently at the planning level. At this time, the project team is presenting to stakeholders and the public initial findings and all potential alignments, station, and maintenance yard site alternatives (some of which have been carried forward from the previous MTO Corridor Protection Study), with the purpose of obtaining feed-back that was considered as part the evaluation of alternatives, in accordance with Ontario Regulation 231/08, Transit Project and Metrolinx Undertakings, under the <i>Environmental Assessment Act</i>. After receiving feedback from the upcoming PIC #1, the project team will continue our consultation process as the design progresses, and will be discussing all of your specific comments, concerns, etc. through future meetings and correspondence. The project team hopes to see City of Burlington staff at one of the PICs on November 28th and 29th.</p> <p>An email response sent to Ward 3 Councillor on December 17, 2018 stated that the Ministry of Transportation has been actively planning and protecting the required land for the 407 Transitway for the past 30+ years. The Ministry has completed a number of Environmental Assessment (EA) studies to date, with the section from west of Brant Street to west of Hurontario Street being one of the final pieces to complete the overall planning. Currently, there is no timeframe or dedicated funding for the implementation of the 407 Transitway runningway. Strategically placed stations have been / will continue to be constructed in the interim, allowing buses to continue to use Highway 407 ETR (and pay tolls) as the first phase of the 407 Transitway (i.e. buses running in mixed-use traffic, with stations located adjacent to interchanges constructed as demand is required). The project website was also provided for further reference to the on-going EA study.</p> <p>The project team sent an email response on August 1, 2019 stating that given the current project schedule meeting in September is too late for the project team. The project team suggests that rather than meeting in person, the project team will prepare a summary of findings to share with Burlington and Halton Region.</p> <p>The project team sent an email response on August 2, 2019 regarding the information on a meeting date: Apologies for all the confusion. When Parsons originally asked for availability for the first two weeks of August, your response indicated a meeting will likely not happen until September. The project team provided an alternative course of action, rather than meeting in person at this time, the project team agreed to prepare a summary of findings to share with Burlington and Halton Region. After its availability, the next steps can be determined. It came as a surprise to the project team that a meeting request was circulated without providing dates/times/locations for the project team, as the initial request was made to determine staff availability. Although the project team appreciates the efforts in escalating this matter internally, the project team was not available to meet on August 13th. The email noted that the original request made by Parsons was to update Burlington and Halton Region staff on initial findings of the runningway alignment and station alternatives throughout the City of Burlington section. It is</p>

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		<p>it has the potential to significantly impact a large portion of development-ready employment lands. It's prudent that staff have an understanding of the alignments and assessment plot to the materials going to a public meeting.</p>	<p>not solely focused on the development-ready property in question. The project team intended to discuss information and alternatives for:</p> <ul style="list-style-type: none"> • Brant to Dundas and our discussions with 407 ETR • Dundas Station location alternatives and our discussions with Metrolinx • Dundas to Appleby alignment options and discussions with MMAH about the Utility Corridor • Halton Region pumping station impacts with alignment options • 407 Transitway crossing over Bronte Creek Valleylands and environmentally sensitive areas • Evergreen Secondary Plan and landowners' comments specific to alignment options <p>The project team agrees it is prudent city staff understand the alignment prior to PIC # 2. Given existing schedules, the best course of action is to provide staff with a summary of our findings (e.g., high-level assessment, including reference to the bullet points above) of the alignments within the City of Burlington. Upon receipt and review of this, comments can be further discussed via teleconference or through a face to face meeting. There is still ample time for this to occur well in advance of the upcoming Technical Resource Group meeting (late 2019) and prior to PIC # 2 (tentatively scheduled for late 2019/early 2020).</p> <p>PIC # 2 will present illustrations of the preferred runningway alignment and station alternative designs for the entire study area. Stakeholders will still have an opportunity to review the draft EPR, which will be submitted before the 120-Day Transit Project Assessment Process (TPAP) Consultation and Documentation Period. As the consultation is on-going throughout this study, the project team wants to keep key stakeholders apprised of our rationale in developing the recommended plan.</p> <p>The project teams sent an email to the Manager, Integrated Mobility Transportation Services on September 6, 2019 stating that the letter that MTO attached in the previous email regarding impacted property owners and lands was confidential and not meant to be circulated to the public. The email was intended for City and Regional staff only, to provide an update on the on-going 407 Transitway project and why the project team may be selecting certain stations and alignment alternatives within the City of Burlington limits. As indicated in the letter, options have not been finalized, as detailed field investigations are still on-going and will help determine the preferred alternative. PIC #2 will be held in early 2020 when all the necessary work required to analyze and evaluate alternatives will be completed and MTO will then be prepared to share the technically preferred solution with the public for comment. The MTO trusts that the City of Burlington will not continue to circulate this confidential letter. In addition, MTO requests that the City advise MTO if this letter was shared with any other public stakeholders. The email noted that MTO requests that the City make all public recipients of this letter aware of the 407 Transitway alignment and station options have not been finalized at this time. As previously done in all Transitway assignments, MTO will be sharing the draft preliminary designs at PIC #2 with public stakeholders, nothing beforehand.</p> <p>A request for the addresses of impacted property owners within the City of Burlington limits was made by the project team on January 6, 2020 in order to confirm/send PIC#2 and TPAP commencement letters to impacted property owners.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<p>Town of Oakville</p> <ul style="list-style-type: none"> • Mayor • CAO • Manager, Development Engineering • Transportation Engineer • Senior Manager, Transportation • Community Development Commissioner • Senior Planner • Policy Planner • Traffic Engineer 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>Data requests were made on November 8 2018.</p> <p>On February 28th, 2019, the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email and project comment form was received from the Policy Planner on June 14, 2017. The comment form included updated contact information and the email included background information to assist with the project. The following items consisted of:</p> <ul style="list-style-type: none"> • North Oakville Secondary Plans http://www.oakville.ca/townhall/new-communities-of-oakville-policy.html • North Oakville Zoning By-law http://www.oakville.ca/townhall/north-oakville-zoning-by-law.html • North Oakville Transit Plan (2009) http://www.oakville.ca/assets/2011%20planning/nco-transitplan-09nov09.pdf <p>Development Applications abutting 407 corridor</p> <ul style="list-style-type: none"> • Star Oak http://www.oakville.ca/business/da-7972.html • BclMC Realty Corp – Bentall http://www.oakville.ca/business/da-1855.html • Dorham Holdings - http://www.oakville.ca/business/da-14338.html <p>Plans</p> <ul style="list-style-type: none"> • Transportation Master Plan http://www.oakville.ca/townhall/switching-gears-tmp.html • Active Transportation Master Plan http://www.oakville.ca/townhall/active-transportation-master-plan.html • North Oakville Design Guidelines http://www.oakville.ca/assets/2011%20planning/nco-urbdsguidelines-09nov09.pdf <p>An email received from the Senior Manager, Transportation on March 16, 2018 included updated contact information for the project.</p> <p>An email received from the Transportation Engineer on November 26, 2018 confirmed that he would be attending PIC #1.</p> <p>An email received from the Transportation Engineer on December 6, 2018 stated that he had left a voice message regarding an update on the project. The Transportation Engineer attended PIC #1 in Burlington on November 29. The email asked if the project team could provide an update on the following (PIC #1):</p> <ul style="list-style-type: none"> How many people showed up? Was there a formal presentation? Any major comments/concerns you received from the participants? Any other information? <p>Your brief response to the above will be appreciated?</p> <p>An email received from the Transportation Engineer on February 22, 2019 included an attachment with comments for the project team’s review. They were based on the impacts of the 407 Transitway (west of Brant Street to west of Hurontario Street) study on Policy Planning, Cultural Heritage Landscapes and Resources, and Current Planning initiatives.</p> <p>On February 28th, 2019, the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville, and the Town of Halton Hills. The meeting involved an overview of:</p> <ul style="list-style-type: none"> • Local/region comments and MTO responses; • The region’s infrastructure improvements within the project study area; • Updates on the findings from the November 2018 PICs; • Updates on the development of the 407 Transitway alternatives; and • Next steps and other businesses. <p>An email received from the Transportation Engineer on May 11, 2020 noted that he had received the notice of the 120-day consultation period for TPAP initiated on April 16. The Transportation Engineer asked if the project team could elaborate on what to expect other than EPR, upon issuing the Notice of Completion of TPAP.</p>	<p>Staff at the City of Burlington were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>The project team sent a response email to the Transportation Engineer on December 6 2018 noting that approximately 80 people attended the PIC that evening. No formal presentation was given and all public information can be found on our project website. The project website was provided and the Transportation Engineer was referred to Slide 6 - Study Schedule & Process for a detailed breakdown of the entire EA study.</p> <p>A response email sent to the Transportation Engineer on March 15, 2019 noting the attached comments from the Town of Oakville staff regarding the impacts of the 407 Transitway (west of Brant Street to west of Hurontario Street) study on Policy Planning, Cultural Heritage Landscapes and Resources, and Current Planning initiatives. The project team stated that they would consider the policies of the North Oakville West and East Secondary Plans in the study, and asked to be advised when the Heritage Landscape Strategy has been completed, so that it can also be considered. The four indicated active development files are being considered with respect to the evaluation of Transitway alignment and station site alternatives.</p> <p>An email requesting the addresses of impacted property owners within the Town of Oakville was sent by the project team on January 6, 17, and February 19, 2020, for the purposes of confirming/sending PIC#2 and TPAP commencement letters to impacted residences/ properties.</p> <p>A response email was sent to the Transportation Engineer on May 12, 2020 referring the Transportation Engineer to the study schedule posted on the project website: https://407transitway.com/brantToHurontario/studySchedule.html</p> <p>The email noted that after the EPR is approved by the Minister of Environment (scheduled by October 15, 2020), the Ministry of Transportation will continue to protect all lands required to implement the 407 Transitway in the future. Currently, there is no timeframe for any portion of the 150 km long 407 Transitway to move into the implementation phase. The email also included an attachment of the comments and responses previously sent to the Transportation Engineer on February 19, 2020 for reference.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>Staff at the Town of Oakville were kept informed throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<p>Town of Milton</p> <ul style="list-style-type: none"> • Mayor • Commissioner of Engineering Services • Senior Planner, Policy • Manager, Transit • Commissioner of Planning and Development • Commissioner, Planning & Development • Director, Planning Policy and Urban Design • Coordinator, Transit 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>On February 28th, 2019, the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email was received on June 1st 2017 stating that the Commissioner of Engineering Services has no concerns about the study at this time but wishes to remain informed about the study's progress. In response to the data request made from the project team on July 09, 2018. The Manger, Transit sent an email on July 16, 2018, linking the following reports responding to the project team's initial request:</p> <ol style="list-style-type: none"> 1. Current Route Map – outlines current routes and schedules 2. 2013-2017 Transit Master Plan: Moving Milton Forward – provides background of planned conventional routes and services 3. 2018 Milton Transportation Master Plan – provides high-level routes and services planned <p>The email also stated that the Town of Milton is embarking on an update to the Transit Master Plan (#2 above) which will commence later in the summer of 2018. The Town of Milton is happy to provide updates when available.</p> <p>An email was received on July 19, 2018 from the Director, Planning Policy and Urban Design noting additional planning background information related to the Town of Milton. The following information was provided:</p> <ul style="list-style-type: none"> • Intensification and Infill Study (https://www.milton.ca/en/build/intensification.asp[milton.ca]) • Employment Land Needs Assessment Study (https://www.milton.ca/en/build/Employment-Land-Needs-Assessment-Study.asp[milton.ca]) • Employment and Commercial/ Retail Land Needs Study Most Recent Retail Work is in this report, but the most recent Employment Study is the 2017 report above (https://www.milton.ca/MeetingDocuments/Council/agendas2014/rpts2014/PD-044-14%20MCR%20Report.pdf[milton.ca]) • Fiscal Impact Study (https://www.milton.ca/MeetingDocuments/Council/agendas2017/rpts2017/CORS-062-17%20-%20Fiscal%20Impact%20Study%20Report.pdf[milton.ca]) • Downtown Study (https://www.milton.ca/en/build/DowntownStudy.asp[milton.ca]) • Southeast Milton Urban Expansion Area Study (https://www.milton.ca/en/build/SouthEastMilton.asp[milton.ca]) • Land Base Analysis: https://www.milton.ca/en/build/resources/Milton-LBA-Report-FINAL-FOR-SUBMISSION-with-APPENDICES---November-2017.pdf • Destiny Milton 3 (the Town's most recent update to our Strategic Plan) (https://www.milton.ca/en/townhall/strategicplandestinyilton.asp[milton.ca]) • Community Services Master Plan (https://www.milton.ca/en/play/masterplans.asp[milton.ca]) • South Milton Subwatershed Study: https://www.milton.ca/en/build/resources/17-03-21-Phase-1-BRSC.pdf[milton.ca] • Major Transit Station Area Study: https://www.milton.ca/en/build/mtsa_mobilityhubstudy.asp[milton.ca] • Milton Education Village Secondary Plan: https://www.milton.ca/en/build/MEVSecondaryPlan.asp[milton.ca] • Agerton/Trafalgar Secondary Plan: https://www.milton.ca/en/build/trafalgarcorridoragertonemployment.asp[milton.ca] <p>An email was sent on September 27, 2018 from the Senior Planner, Policy confirming that they received the slide deck based on what was presented at the TRG meeting #1. The email also stated that the Town of Milton would like to accept the offer to meet with the project team to share our plans for the Trafalgar Corridor including the on-going Secondary Planning process (due for completion early 2019), the proposed GO Rail Station at Derry and Trafalgar and proposals for a regional BRT along Trafalgar Road.</p> <p>An email received on October 9, 2018 sent by the Senior Planner, Policy stated that the Town of Milton will aim to provide some preliminary comments and observations soon on the TRG meeting # 1. On October 12, 2018, the Senior Planner, Policy stated that the Local and Regional Municipalities of Halton are meeting on October 25, 2018, to discuss a coordinated response and commentary on the station/alignment options presented at the TRG meeting. Therefore, we was providing joint comments and/or Town comments after that meeting takes place.</p> <p>On February 28th, 2019 the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills. The meeting involved an overview of:</p> <ul style="list-style-type: none"> • Local/region comments and MTO responses; • The region's infrastructure improvements within the project study area; • Updates on the findings from the November 2018 PICs; • Updates on the development of the 407 Transitway alternatives; and • Next steps and other businesses. <p>Comments from Town of Milton are pending to date.</p>	<p>All emails received were noted by the project team. No issues or concerns identified.</p> <p>The project team sent an email to Milton staff on October 9 2018 noting that the project team and thinks the best approach would be to delay the meeting. The project team will be holding the first Public Information Centre (PIC # 1) scheduled for November 28th and 29th. The project team will be sending out PIC notification letters to all interested stakeholders (including members of the public) as well as the Town of Milton in advance of the meeting. Please note that the PIC boards will reflect what was presented at the TRG in September, however, staff from the Region are encouraged to attend the PIC. The project team notes that there will be a separate Agency timeslot before the public-portion of the open house. The email notes that it would be beneficial for the project team to obtain any preliminary comments/concerns with the station/alignment options presented at the TRG meeting so that they can be considered as part of the evaluation process and to better prepare for any additional discussions at the PIC.</p> <p>The project team sent an email response to the Senior Planner, Policy on October 12, 2018 noting the email that was received from him.</p> <p>Refer to Table 8.2 for the comments received from TRG members after TRG meeting #1.</p> <p>Staff at the Town of Milton were kept informed throughout the study.</p>

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<p>Town of Halton Hills</p> <ul style="list-style-type: none"> • Mayor • CAO • Manager of Planning Policy • Director of Engineering • Policy Planner, Planning and Sustainability 	<p>Initial contact letters sent on May 25, 2017.</p> <p>Data requests were made by the Project team on July 9, 2018.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>On February 28th, 2019, the project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received on July 17, 2018 from the Policy Planner noted that the section of the Study Area in the Town of Halton Hills is part of the Premier Gateway Prestige Industrial Area and is in the GTA West Protection Area. The Official Plan prohibits the development of urban lands, within the GTA West Corridor Protection Area, until the completion of the appropriate Environmental Assessments and by an amendment to the Plan. The email noted that there are no active development applications in this area. In terms of local road improvements, the Town will be commencing with the EA for Eighth Line from Steeles Avenue to Maple Avenue to widen the road from two lanes to four lanes late this year. The EA will take approximately 18 months to complete and we expect to begin construction in 2021. The GIS zoning and OP layers for the area were attached in the email.</p> <p>An email received on July 10, 2018 from the Policy Planner noted that the Policy Planner is working to gather the information that was requested for the 407 Transitway project. The email noted that the study area for the Town of Halton Hills extends from Eight line to Winston Churchill and from Steeles to Hwy 407. The Policy Planner is working with GIS staff to gather the digital environmental data and the OP and zoning layers. The email noted that a data license agreement may be required to transfer this data. The Town will provide any relevant information on the land-use designations for this area, planned infrastructure improvements and existing development applications.</p> <p>As mentioned during a call that took place between the Planner and the project team, the Region of Halton will be able to provide you detailed information about any municipal utilities (water, storm and sanitary) in this area and future servicing expansion plans.</p> <p>On February 28th, 2019 the Project team had a meeting with Halton Region, the City of Burlington, the Town of Milton, the Town of Oakville and the Town of Halton Hills. The meeting involved an overview of:</p> <ul style="list-style-type: none"> • Local/region comments and MTO responses; • The region's infrastructure improvements within the project study area; • Updates on the findings from the November 2018 PICs; • Updates on the development of the 407 Transitway alternatives; and • Next steps and other businesses. 	<p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 on the draft EPR.</p> <p>No issues or concerns identified.</p> <p>The Town of Halton Hills was kept informed throughout the study.</p>
<p>Peel Region</p> <ul style="list-style-type: none"> • CAO • Regional Chair • Project Manager, Waste Management, Infrastructure Development • Project Manager • Planner, Transportation System Planning Public Works 	<p>Initial contact letters sent on May 25, 2017.</p> <p>On August 15, 2017, the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>Data correspondences took place on August 7, 8, 13, and 23, 2018.</p>	<p>An email received from the Project Manager, Waste Management, Infrastructure Development on June 1, 2017 noted that there are no concerns about the study at this time, and wishes to remain informed about the study's progress.</p> <p>The project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel on August 15, 2017 regarding the Ninth Line Corridor. The meeting discussion included:</p> <ul style="list-style-type: none"> • The status of the City of Mississauga's Shaping Ninth Line land use plan; • The section of 407 Transitway between Brant St., Burlington and Winston Churchill, Brampton/Mississauga, which is inclusive of the Transitway traversing through Ninth Line lands; • The 407 Transitway TPAP process and next steps; • The status on the draft Regional Official Plan Amendment (ROPA) for urban boundary adjustment to add Ninth Line lands that went to Council on June 22, 2017, and received direction to proceed to a public meeting on October 26, 2017; and • The Official Plan Amendment (OPA) brings lands into the regional urban boundary under former Growth Plan and does not include land use policies which will be covered by the Mississauga OP. <p>An email received from the Principle Planner, Integrated Planning Division, Corporate Services on August 15, 2017 stated that the Integrated Planning Division would like to facilitate a meeting between the project team and two Regional Councillors from Mississauga (Councillors Saito and McFadden). Councillors Saito and Mcfadden would like to receive a status update on the EA process for the 407 Transitway along Ninth Line lands.</p>	<p>A response email sent to the Principle Planner, Integrated Planning Division, Corporate Services on August 24, 2017, stated that MTO has recently initiated the Planning Phase, Environmental Assessment (EA) and Preliminary Design of the 407 Transitway from west of Brant Street (Burlington) to west of Winston Churchill Boulevard (Mississauga). This 35 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115 (Durham Region), with stations, parking and access connections. The 407 Transitway is a component within the official plans of stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan. To meet rapidly growing transportation demands, across GTA (east-west) transit facility has been identified as a key element of the future. The 407 Transitway will create a northern spine parallel to the Lakeshore GO Corridor that will provide municipalities with an east-west transit service, integrating to existing north-south transit services. After consulting with MTO's Senior Management, it was decided that a meeting with Peel Regional Councillors can be accommodated. However, this meeting should be deferred until the 407 Transitway EA, from west of Brant Street to west of Winston Churchill Boulevard, is further along and the planning alignment and station alternatives have been developed by the project team. MTO suggests this</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Project Manager, Infrastructure Planning and Studies on September 27, 2018 stated that the Region of Peel would like to set a meeting with the MTO project team, and suggested a date in late October 2018.</p> <p>An email received from the Planner, Transportation System Planning Public Works on November 13, 2018 noted that she has been asked to coordinate comments on behalf of Peel Region and provided updated contact information for the project.</p> <p>An email received from the Principle Planner, Transportation System Planning on June 18, 2019 responded to the data request for the project. A technical memo was attached in the email stating the following:</p> <p>The technical memorandum was prepared to inform the project team of any associated storm sewer infrastructure inventory information within the ROP's maintained and operated Regional Roads that are located within the 407 Transitway project boundaries. The information provided, as well as the impact assessments for the storm sewers are based on collected inventory data from the field. Additional condition assessment information has also been integrated into the inventory information whereas inspection and assessment data is completed. Three sections of the Regional roads network intersect with the 407 Transitway within the project scope. Storm infrastructures that are located within these project boundaries are shown through maps (the pipe size, material and chamber rim to invert information was shown and labelled on maps attached in the email). There are no major storm sewers (i.e. large diameter sewer carrying significant flow) currently runs through these Winston Churchill Blvd. and Mississauga Road sites. Therefore, no significant impacts are foreseen at this stage to the storm sewer and associated structures within the project boundaries at Mississauga Road station and Winston Churchill Blvd Station. For Mavis Road, 300mm PVC storm sewer pipe runs on the north side of the 407 ramps. For detailed information of the storm sewer location. The report reflects the best judgement in light of the information available at the time of preparation and in the context of the specific project requirements. The report focuses on the defined scope of the study in terms of the inventory and condition information of the pipe. The conclusions and recommendations are based on observed field conditions completed in 2017 which may only be valid at the time of inspection and are therefore subject to on-going change. The City of Mississauga, in partnership with the Region of Peel, has completed a Schedule 'C' Class Environmental Assessment (Class EA) study for Mavis Road from Courtneypark Drive West, in the City of Mississauga, to Ray Lawson Boulevard, in the City of Brampton, to address existing and future 'multi-modal' transportation conditions.</p> <p>An email received from the Project Manager, Infrastructure Planning and Studies on July 9, 2019 provided answers to the questions the project team had on the sanitary sewer along Creditview Road, the sanitary sewer west of Hurontario.</p> <p>An email was received from the Project Manager, Infrastructure Planning on March 9, 2020 asked for a timeline on when the Region's comments (sent on February 6, 2020) would be addressed by the project team.</p> <p>An email was received from the Project Manager, Infrastructure Planning on March 10, 2020 asking the project team the following questions:</p> <ul style="list-style-type: none"> • If the transitway route has been finalized, it would be beneficial to obtain the exact location of the corridor where it crosses Heritage Road so that we can show it correctly on the drawings? It would also be beneficial to know if there are any restrictions on pipelines crossing under the transitway (i.e. minimum vertical separation). • Does the 407 transitway have grade separation minimums for the utilities? • What is the timeline for the work at the substation at Hurontario? <ul style="list-style-type: none"> • We are building an access road and want to know what coordination is required. • Is there a plan and profile drawing ready for the bus tunnel at the Lisgar Station? 	<p>meeting take place close to the first Public Information Centre (PIC), tentatively scheduled for late 2017/early 2018. As mentioned during the meeting on August 15, the project team currently has very limited information available for this entire study area. The project team is currently undertaking pre-planning activities. Two PICs were held for this study over the next two years. This 35 km segment of the 407 Transitway is expected to achieve EA approval in 2019. Similar to previous and on-going 407 Transitway EA assignments, this EA will follow the Transit Project s Assessment Process (TPAP), as defined under Ontario Regulation 231/08: Transit Project s and Metrolinx Undertakings, under the <i>Environmental Assessment Act</i>. MTO has already achieved EA approval for the 407 Transitway segments from:</p> <ul style="list-style-type: none"> • Highway 400 to Kennedy Road (York Region) • Kennedy Road (York Region) to Brock Road (Durham Region) • Brock Road (Durham Region) to Highway 35/115 (Durham Region) – the 407 East Extension plus Highway's 412 and 418. <p>The project team hopes the information helps and looks forward to hearing back from the Principal Planner, Integrated Planning Division, Corporate Services regarding PIC#1 date and scheduling a status update meeting.</p> <p>An email sent to the Project Manager and other staff members of Peel Region on September 25, 2018 thanked those who were able to attend the meeting and attached a copy of the slides presented at the meeting. The email asked if anyone would like to arrange a separate discussion with each agencies and the project team to contact the project team.</p> <p>A response email sent to the Project Manager and other staff members of Peel Region on October 9, 2018 stated that MTO and the project team think that the best approach would be to delay the meeting at this time. The project team will be holding the first Public Information Centre (PIC # 1) in November (2018) on the 28th and 29th. The project team will be sending out PIC notification letters to all interested stakeholders (including members of the public) as well as Peel Region in advance of the meeting. The email also noted that the PIC boards will reflect what was presented at the TRG in September, and encourage staff from the Region to attend the PIC. The email noted that there will be a separate Agency timeslot before the public-portion of the open house. The project team noted that it would be beneficial to obtain any preliminary comments/concerns with the station alignment options presented at the TRG meeting, so that they can be considered as part of the evaluation process and to better prepare for any additional discussion at the PIC. The email noted that that the meeting minutes from the TRG would be provided later in the week and thanked Region of Peel staff for their involvement in the project.</p> <p>A response email sent to the Planner, Transportation System Planning Public Works on November 13, 2018 noted that the contact list was updated and that the Planner, Transportation System Planning Public Works will be sent all future notices as the study progresses. The project team asked if the Planner, Transportation System Planning Public Works had a copy of the TRG slides and to let the project team know if she needed anything to assist with the review process.</p> <p>An email was sent to the Project Manager, Infrastructure Planning and Studies on July 4, 2019 stating questions the project team had on the sanitary sewer along Creditview Road, the sanitary sewer west of Hurontario.</p> <p>A response email sent to the Project Manager, Infrastructure Planning on March 10, 2020 stated that subsequent to the CAD file of the Transitway alignment and profile that was provided to the Region of Peel, the project team understands that the Region would provide further indication of existing and proposed utilities infrastructure concerning the Transitway area. This was also</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
			<p>discussed with Mike Faye at the last PIC on Feb.11. Apologies if this was not clear. The project team has looked at the data on the EPAL site, and it does not appear possible for the project team to reference this into CAD format. The project team may use this as a guide, but for better accuracy, it would be appreciated if the Project Manager, Infrastructure Planning could send details of specific linear infrastructure overlaid into our CAD file so that we may analyze horizontal/vertical conflicts if any. This would assist the project team in addressing your questions.</p> <p>A response email sent to the Project Manager; Infrastructure Planning on March 11, 2020 noted that the 407 Transitway design standards do not specify clearance restrictions with pipelines. The design being presented in the Environmental Project Report (EPR) is preliminary and will go through a Detail Design phase prior to construction where coordination with the municipalities owners of and pipelines and other utilities will take place to agree on protection measures during construction and operation of the Transitway, and refine the design as necessary. This is being stated in the EPR. The time of construction is uncertain at this time. The email noted that to gain time on both sides, a phone call can be set up to further discuss this.</p> <p>The project team had a phone conversation with the Project Manager, Infrastructure Planning on March 20, 2020. The conversation involved the following:</p> <ul style="list-style-type: none"> • Parsons received some horizontal data and drawings with limited info from Region for utilities. • The Region of Peel agreed to provide CAD file of existing utilities within the project corridor area with horizontal and vertical alignment of utility infrastructure. • The Project Manager, Infrastructure Planning will coordinate with Region GIS staff and provide update on the timeline of data delivery • Comments were received from Region of Peel regarding air quality, etc., which can be addressed by Parsons. • Potential utility conflicts in Lisgar area will be analyzed. The Project Manager, Infrastructure Planning mentioned that storm sewers can be flexible but sanitary mains are restricted to much realignment. • Hurontario station trunk sewer work will be completed in the near future. The Region of Peel wondered what the timeline of work will be for the Transitway station at that location, to coordinate work. <p>Following this conversation the project team attempted to contact the Project Manager, Infrastructure Planning twice on April 8, 2020, but were unsuccessful at reaching the Project Manager, Infrastructure Planning.</p> <p>The project team was in communication with the Geospatial Data Analyst from April 15 to April 21, 2020. The email correspondences regarded obtaining the water and wastewater datasets for the 407 transitway project study area.</p> <p>The project team was in constant communication with the Region of Peel regarding potential utility conflicts. The Region of Peel had agreed that the potential conflicts can be mitigated by temporary or permanent relocations, that would be later defined during Detail Design. The Region of Peel wanted to make sure that if relocations were triggered, the Region of Peel will be consulted during the definition of the design for these relocations, and the 407 Transitway project would cover the cost. In previous Transitway projects, the project team did address utility relocation, indicating in the EPR that it would be a Detail Design activity and included it as a commitment. The project team was trying to identify all potential conflicts since the Region of Peel</p>

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			<p>was cooperative and assisting the project team by attempting to identify the elevation of the plants. The project team did not receive further information on time.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>Staff at Peel Region were kept informed throughout the study.</p>
<p>City of Mississauga</p> <ul style="list-style-type: none"> • Mayor • Regional Councillor Ward 10 • Planner, Policy Planning • Planner, City Wide Policy Planning • Transportation Planning Analyst, Transportation and Infrastructure Planning • Director, City Planning Strategies, Planning and Building Department • Manager, Rapid Transit • Commissioner, Transportation and Works, City of Mississauga • Transportation Modelling Specialist 	<p>Initial contact letters sent on May 25, 2017.</p> <p>On August 15, 2017, the project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel.</p> <p>Transportation data requests were made on August 30, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>A DGN file of the the 407 Transitway (from north of 403/407 interchange to Winston Churchill Blvd) was emailed to the Transportation Planning Analyst on March 4, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email and comment form received from the Transportation Planning Analyst on June 6, 2017 provided updated contact information and noted that the City of Mississauga would like to be kept apprised of this study and will provide comments as appropriate.</p> <p>An email received from the Planner, Policy Planning Department on June 27 2017 noted that the City of Mississauga will continue to liaise with MTO and the project team, as the City has a vested interest in the planning of the 407 Transitway within the 'Ninth Line lands' east of Highway 407, in Mississauga, from the Highway 403 to the Highway 401. The City of Mississauga wishes to remain informed on project and also would like the opportunity to be involved and provide comments as a key stakeholder.</p> <p>An email was received from the Executive Assistant to Councillor Sue McFadden Ward 10 Mississauga on August 10, 2017 stating that they would like to remain informed throughout the study's progress.</p> <p>The project team had a meeting with Conservation Halton, the City of Mississauga, Infrastructure Ontario (IO) and the Region of Peel regarding the Ninth Line Corridor on August 15, 2017. The meeting discussion included the following:</p> <ul style="list-style-type: none"> • The status of the City of Mississauga's Shaping Ninth Line land use plan; • The section of 407 Transitway between Brant St., Burlington and Winston Churchill, Brampton/Mississauga, which is inclusive of the Transitway traversing through Ninth Line lands; • The 407 Transitway TPAP process and next steps; • The status on the draft Regional Official Plan Amendment (ROPA) for urban boundary adjustment to add Ninth Line lands that went to Council on June 22, 2017, and received direction to proceed to a public meeting on October 26, 2017; and • The Official Plan Amendment (OPA) brings lands into the regional urban boundary under former Growth Plan and does not include land use policies which will be covered by the Mississauga OP. <p>An email received from the Planner, City Wide Policy Planning Department on August 21, 2017 noted that the Ninth Line Corridor Transportation Assessment study that is on Peel Region's website dated June 2017 is not the final version. The final report is dated July 2017. This report documents the assumptions and findings of the traffic analysis that MMM/WSP conducted for the Shaping Ninth Line study and should provide a good background. The quickest means of getting this to the project team would be through the FTP site. Additionally, a new contact was provided to the project team in order to obtain the latest transportation data for analysis (ie traffic counts, signal timing plans etc) since the Ninth Line data may not be the most recent.</p> <p>An email received from the Planner, City Wide Policy Planning Department on August 25, 2017 asked for the project team to share the slides of the August 15 meeting, particularly the project timeline/flow chart for the section of transitway. The 407 transitway website did not have the information posted yet.</p> <p>An email received from the Transportation Modelling Specialist on August 31, 2017 asked if the project team was looking for information for only the intersections included in the study area or beyond it (ie. for the 407 Transitway EA study area).</p> <p>An email received from the Manager, Planning Programs on March 27, 2018 asked the project team to share any timelines that would be helpful to determine any potential implications to the Ninth Line project.</p> <p>An email received from the Planner, City Wide Planning Department on April 27, 2018 noted that the Ninth Line properties (referenced in the email) are to be declared surplus to the City of Mississauga's requirements and are proposed for a land exchange. The lands were outlined in the attached maps and the notice was also attached to the email for reference.</p> <p>An email received from the Manager, Rapid Transit Department on July 11, 2018 provided updated contact information including City staff from the</p>	<p>The project team sent a response email to the Transportation Planning Analyst on June 7, 2017 noting that the contact list was updated and that the Transportation Planning Analyst will be sent all future notices as the study progresses.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>The project team sent an email to the Planner, City Wide Policy Planning on August 17, 2017 requesting to receive any traffic work that was completed for the Ninth Line Land Use Study.</p> <p>A response email was sent to the Planner, City Wide Policy Planning Department on August 28, 2017. The email included an attachment of the project schedule slide which was presented at the August 15th meeting.</p> <p>An email was sent to the Transportation Modelling Specialist on August 30, 2017 and on August 31, 2017 in regards to obtaining the latest transportation data within the intersections within the Ninth Line Corridor study area and within the 407 Transitway study area.</p> <p>An email sent to the Manager, Planning Programs on March 27, 2018 noted that MTO has chosen to extend the study area to include the segment between Winston Churchill Blvd and Hurontario Street in Mississauga. A notification regarding the extended study area and revised timing of milestone consultation events will be formally sent to all Agencies and Stakeholders.</p> <p>A response email was sent to the Planner, City Wide Policy Planning Department on April 30, 2018 noting the circulation of the Ninth Line properties to be declared surplus for proposed land exchange will be reviewed by the 407 Transitway project team. The Ministry of Transportation has an active Environmental Assessment study on-going for the 407 Transitway from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga). As part of the active EA, the 407 Transitway project team was using the City of Mississauga's Ninth Line Land Use study as a basis for the Transitway runningway alignment and station location but was undertaking a more detailed engineering to determine the exact requirements for the future 407 Transitway. The 407 Transitway alignment (protected 60m corridor) appears to impact 3 of the 4 properties for a proposed land exchange (6168, 6276 & 6400 Ninth Line). The email included an attachment of a page from the City's Ninth Line Land Use study showing the possible impacts to the properties. Before the Ministry's EA is complete (anticipated completion and approval in late 2019/early 2020), the Ministry maintains that the 60m corridor continues to be protected. Once the EA is approved, this 60m corridor will be refined to identify the exact needs required to implement the 407 Transitway in this area. It is possible that the Transitway alignment will have a greater (or less) impact on these properties. Given the location of the properties to the future 407 Transitway and Highway 407 ETR, no above/below ground development will be allowed without the Ministry's review, approval and permits. Whoever acquires these properties should be notified of these restrictions and can be directed to the 407 Transitway project website for more information www.407transitway.com.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<p>Transportation and Works Department and the Planning and Building Department.</p> <p>An email received from the Transportation Planning Analyst on July 20, 2018 provided the following information relevant to the Environmental Assessment and Preliminary Design of the 407 Transitway:</p> <ul style="list-style-type: none"> • Storm Drainage Design Flow Chart and Storm Drainage Plan for area north of Eglinton Avenue West/Ninth Line • MiWay Existing Route and System Maps (http://www.mississauga.ca/portal.miway/maps[mississauga.ca]) • MiWay Future Plans - MiWay Five Transit Service Plan (http://www.mississauga.ca/portal/miway/miwayfive[mississauga.ca]) with all changes being implemented by 2020 (2020 Service tab on this web page provides a map of the 2020 Route Network) • 10 Year Capital Works projects that are adjacent to the 407 Transitway: <ul style="list-style-type: none"> Mavis Road – (Courtneypark Drive to North City Limit) - Widen 4 to 6 lanes (2019 – 2020) Ninth Line – (Eglinton Avenue – Derry Road) – (2019 – 2024). <p>In addition, storm drainage design chart was attached to the email.</p> <p>An email received from the Transportation Planning Analyst on November 8, 2018 provided updated contact information.</p> <p>An email was received from the Project Manager, Environmental Services Section on May 2, 2019 regarding the Phase 3 report Conservation Halton (CH), the email stated that they can provide the digital version of the report at the same time on the understanding that CH approval is pending.</p> <p>An email received from the Manager, Planning Programs on August 8, 2019 asked for an update on the status of the EA work. According to the last PIC’s schedule, the project team should be on the evaluation process. The Manager, Planning Programs was interested in knowing whether there have been any decisions made around the location of transitway stations in the Ninth Line corridor, at Derry and at Britannia. The City of Mississauga is drafting MTSA boundaries and would like to know where the stations are going to be located. Based on the land use documents, it was assumed that the station would be just south of Britannia and then just north of Derry.</p> <p>An email received from the Manager, Transportation Planning on November 22, 2019 noting the potential venue locations for PIC#2. The email noted that that project team could contact Ward 9 and Ward 10 Councilors to obtain other potential venue options for PIC #2.</p> <p>An email received from the Councillor Ward 9 on November 22, 2019 stated the Cornerstone Church was the preferred venue since it is the closest to the communities impacted. The Councilor of Ward 10 did not respond.</p> <p>An email received from the Administrative Coordinator on February 10, 2020 on behalf of Mayor Bonnie Crombie. The email informed the project team that Mayor Crombie would not be able to attend PIC #2 since she is away on municipal business. Further information regarding the study is appreciated.</p> <p>An email received on February 28, 2020 from the Transportation Planning Analyst noting that a request from the Community Services Department for a copy of the shape file /DGN file for the proposed 407 alignment within the Mississauga Ninth Line corridor was received. The Transportation Planning Analyst asks for assistance with the request.</p>	<p>An email was sent to the Project Manager, Environmental Services Section and the Manager, Planning Programs on May 2, 2019 asking if it would be possible to obtain draft information in advance of the final report. The project team is progressing with the drainage study over the summer and thus would like to ensure that both studies align with eachother.</p> <p>An email sent to the Manager, Planning Programs on August 8 2019 noting that the 407 Transitway Environmental Assessment project, from west of Brant Street in Burlington to west of Hurontario Street in Mississauga is still on-going. The project team is analyzing the alignment alternatives and station options for the entire 43 km long 407 Transitway EA study. The 407 Transitway study is still in the planning/evaluation phase and the project team has not initiated the formal Transit Project Assessment Process (TPAP) 120-day consultation period. The evaluation of alternatives was completed at the conclusion of the environmental and technical field investigations. The preferred alignment and station options are scheduled to be presented to stakeholders and the public in late 2019. There will be a Technical Resource Group #2 (TRG) meeting where the preferred design is presented to key stakeholders and the draft Environmental Project Report (EPR) will be circulated for review and comments. Unfortunately, MTO has not reviewed or confirmed the preferred station locations along Ninth Line. There was a station at both Britannia and Derry, but exact layout and locations are still being evaluated and designed. The stakeholders within the study area were circulated the details in advance of the next Public Information Centres (tentatively scheduled for late 2019 or early 2020).</p> <p>An email was sent to the Transportation Planning Analyst on November 21, 2019 asking for assistance in picking a venue for PIC#2 that would be close to impacted communities. A lot of the options that were close or within the study area were not available. The project team reached out to get ideas on what would be the preferred location for staff at the City of Mississauga.</p> <p>An email requesting the addresses of impacted property owners within the City of Mississauga was sent by the project team on January 9 and 17 2020, for the purposes of confirming/sending PIC#2 and TPAP commencement letters to impacted residences/ properties.</p> <p>A response email was sent to the Transportation Planning Analyst on February 28, 2020 noting that the project team will share the AutoCAD files for the area from 403/407 interchange to Winston Churchill as draft only. The email stated that it is for internal information only and cannot be shared with the public. The preferred alignment design has not been approved/completed and that there is a possibility it could be tweaked before final approval.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>An email sent to HDR Inc and the City of Mississauga Project Manager for the Ninth Line (Eglinton Avenue West to Derry Road West) Environmental Assessment (EA) study on May 21, 2020. The email noted that the information regarding the Ninth Line Environmental Assessment (EA) study was passed along to the project team and wanted to ensure that the project team for the Ninth Line EA study is aware of the on-going 407 Transitway TPAP study that covers the Ninth Line area of Mississauga. The on-going 407 Transitway TPAP study limits are from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga/Brampton). The on-going 407 Transitway TPAP study information can be found on our project website: https://407transitway.com/brantToHurontario/. The 407 Transitway TPAP study includes the design for a dedicated, grade-separated Transitway alignment and stations located in the area of Highway 407 Interchanges at Britannia Road and Derry Roads. Both stations will require signalized access off of Ninth Line. The project team attached copies of both station layout plans</p>

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			<p>as shown at our recent PIC (February 2020). The email noted that this information should be included within the City's Ninth Line EA study. The 407 Transitway TPAP is scheduled to be completed/approved in October 2020. Staff from the City who have participated in the 407 Transitway TPAP study (inception in 2017) include: Susan Tanabe – Manager, Transportation Planning, Mel Kayama – Transportation Planning Analyst, Romas Juknevičius – Acting Manager, Planning Programs, and Tyler Xuereb – Transportation Planning Analyst.</p> <p>Staff at the City of Mississauga was kept informed throughout the study.</p>
City of Brampton	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>No comments/concerns received.</p> <p>See correspondence for Brampton Transit below.</p>	<p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 and on the draft EPR.</p> <p>No issues or concerns identified.</p> <p>Staff at the City of Brampton was kept informed throughout the study.</p>
FIRE, OPP, POLICE AND EMERGENCY SERVICES			
<p>Halton Region Paramedic Services</p> <ul style="list-style-type: none"> Chief/Director 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received on June 14, 2017 from the Chief/Director included the comment form with updated contact information. At this time the Chief of Paramedic Services has no concerns about the study but wishes to remain informed about the project.</p>	<p>No issues or concerns identified.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>Halton Region Paramedic Services was kept informed throughout the study.</p>
<p>Halton Regional Police Service</p> <ul style="list-style-type: none"> Senior Planner 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Halton Regional Police was kept informed throughout the study.</p>

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AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>		
<p>Peel Region Public Health Services</p> <ul style="list-style-type: none"> Medical Officer of Health 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Peel Region Public Health Services was kept informed throughout the study.</p>
<p>Peel Regional Police</p> <ul style="list-style-type: none"> Chief of Police Constable, Research and Development, Operational Planning and Resources Constable, Specialized Asset/Rader, Lidar Coordinator, Road Safety Services 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Peel Regional Police was kept informed throughout the study.</p>
<p>Peel Regional Paramedic Services</p> <ul style="list-style-type: none"> Supervisor, Risk and Audit Coordinator, Paramedic Standards 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p>	<p>An email received May 31, 2017 from the Supervisor, Risk and Audit noted Peel Regional Paramedic Services' interest in the study and any subsequent construction or, development is limited to being kept aware of any closures, detours or hazards that would limit or impede access to the area, or to those areas of the community that would require their response to traverse through the study/construction area. The Supervisor requested that Peel Regional Paramedic Services are advised well in advance so they can disseminate the information on alternate routes or anticipated delays.</p> <p>An email was received on April 26, 2018 from the Coordinator, Paramedic Services noted that their interest in the study and any subsequent construction or development is limited to being kept aware of any closures, detours or hazards that would limit or impede access to the area, or to those areas of the community that would require their response to traverse through the study/construction area. The Coordinator of Paramedic Standards requested that Peel Regional Paramedic Services be advised well in advance so they can disseminate the information on alternate routes or anticipated delays.</p>	<p>Peel Regional Paramedic Services was kept informed throughout the study.</p> <p>Details on any closures, detours or hazards that might limit/impede access will be provided at a later time prior to construction.*</p>

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	TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.		
City of Brampton <ul style="list-style-type: none"> • Fire Chief 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. The City of Brampton Fire Chief was kept informed throughout the study.
City of Mississauga <ul style="list-style-type: none"> • Fire Chief 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.	No comments/concerns received.	No issues or concerns identified. The City of Mississauga Fire Chief was kept informed throughout the study.
Ontario Provincial Police <ul style="list-style-type: none"> • Highway 407 Detachment Commander 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.	An email received with the project comment form attached from the Highway 407 Detachment Commander on May 31, 2017 provided updated contact information and noted that the Highway 407 Detachment Commander had no concerns about the study at this time, but wishes to remain informed about the study's progress.	The project contact list was updated. No issues or concerns identified. OPP was kept informed throughout the study.

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
SCHOOL BOARDS AND SCHOOL TRANSPORTATION SERVICES			
Conseil scolaire Viamonde <ul style="list-style-type: none"> Director of Education 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020	No comments/concerns received.	No issues or concerns identified. Conseil scolaire Viamonde was kept informed throughout the study.
Conseil scolaire de district catholique Centre-Sud <ul style="list-style-type: none"> Director of Education 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020	No comments/concerns received.	No issues or concerns identified. Conseil scolaire de district catholique Centre-Sud was kept informed throughout the study.
Halton Catholic District School Board <ul style="list-style-type: none"> Director of Education 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018. PIC #2 invitation letters sent on January 20, 2020. TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020	No comments/concerns received.	No issues or concerns identified. Halton Catholic District School Board was kept informed throughout the study.
Halton District School Board <ul style="list-style-type: none"> Director of Education 	Initial contact letters sent on May 25, 2017. PIC #1 invitation letters sent on November 16, 2018.	No comments/concerns received.	No issues or concerns identified. Halton District School Board was kept informed throughout the study.

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>		
<p>Peel District School Board</p> <ul style="list-style-type: none"> • Manager- Planning and Enrollment 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>	<p>An email received with the project comment form attached from the Manager of Planning and Enrollment on August 15, 2017 provided updated contact information. The email noted that the Peel District School Board does not have concerns about the study at this time but wishes to remain informed about the study's progress.</p>	<p>The project contact list was updated.</p> <p>No issues or concerns identified.</p> <p>Peel District School Board was kept informed throughout the study.</p>
<p>Dufferin-Peel Catholic District School Board</p> <ul style="list-style-type: none"> • Director of Education 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Dufferin-Peel Catholic District School Board was kept informed throughout the study.</p>
TRANSPORTATION AND TRANSIT ORGANIZATIONS			
<p>Greater Toronto Airport Authority</p> <ul style="list-style-type: none"> • Manager, Groundside Systems, Airport Planning and Technical Services • Transportation Planner 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>GTAA was kept information throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>		
<p>Highway 407 ETR Consortium/ 407 ETR Concession Company Limited</p> <ul style="list-style-type: none"> • Manager, Highway Services Engineer • Vice President – Traffic, Pricing & Planning • Vice President, Highway and Tolling Operations 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>The project team had a meeting with 407 ETR on May 23, 2019.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>	<p>An email received from the Highway 407 ETR Consortium on August 3, 2017 stated that the 407 ETR will be performing an outside widening from QEW to 403, 403 to Winston Churchill will be an inside widening, at the Hwy 401 and Hwy 403 there will be some outside auxiliary lanes for traffic through put and for the tie ins for ramps etc. It is likely that our single lane off-ramps will be widened in the future at Hurontario, Mavis, Mississauga Road, Derry and Britannia. The 407 ETR has fulfilled our obligations for future interchanges in this area under the CGLA at this time. If warranted and approved by MTO they may further interchanges in the future. The email also indicated to consult with the City of Brampton for Bramwest Interchange, MTO for the 401 widening and GTA west, and Metrolinx for the Direct West Connection to 407 WB from Ridgeway Drive and the future Car Pool Lot at Bronte.</p> <p>Correspondances with the project team took place on August 10, 2017 regarding outside lane widening.</p> <p>Drawings for the project were sent to the project team on January 2, 2019 and on January 8, 2019.</p>	<p>The project team had a meeting with 407 ETR On May 23, 2019 to discuss key areas where the 407 Alignment alternatives fall within the 407 ETR right of way (ROW) or cross ETR infrastructure. The main topics discussed included:</p> <ul style="list-style-type: none"> • Restricted ROW from Brant Street to Dundas Street; • The 407 ETR corridor crossing east of Tremaine Road; • The 407 ETR/Highway 403 interchange crossing; • The 407 ETR crossing west of Mississauga Road; and • Parsons requested information on watercourse crossings (bridge and culvert dimensions) and all available IFC drawings. <p>Highway 407 ETR Consortium/407 ETR Concession Company Limited was kept informed throughout the study.</p>
<p>Mississauga Rapid Transit (MiWay), Transportation and Works Department</p> <ul style="list-style-type: none"> • Supervisor, Transit Management MiWay 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p>	<p>An email received from the Supervisor of Transit Management at MiWay on November 14, 2018, thanked the project team for allowing for the opportunity to review the information that was presented during TRG#1. MiWay had a chance to review the information, and do not have any comments regarding the identified stations and locations. The email noted that one of the items brought up during the discussions at the meeting included the connection of the 407 Transitway with the 403 Busway. A connection to the 403 Busway is imperative as it would provide an east-west link between Mississauga Transitway and the 407 Transitway. The Supervisor of Transit Management at MiWay also asked for clarification on what is meant by the connection will likely be a T-connection/intersection? The email noted that it states that a connection is shown, but the slide deck only shows a bubble indicating that there is a connection. MiWay would like to ensure that there is a direct connection between the 403 Busway and the 407 Transitway. The email noted that MiWay would like to know if there will be verbiage that will confirm that a station will be provided at that location as there is almost a 7km difference between Trafalgar Station and Britannia Station.</p>	<p>An email response sent to the Supervisor of Transit Management at MiWay on November 15, 2018 stated that the project is currently at the planning level. At this time, the project team is presenting to stakeholders and the public initial findings and all potential alignments, station, and maintenance yard site alternatives (some of which have been carried forward from the previous MTO Corridor Protection Study), with the purpose of obtaining feedback that will be considered as part of the evaluation of alternatives, in accordance with Ontario Reg. 231/08, Transit Project and Metrolinx Undertakings, under the <i>Environmental Assessment Act</i>. After receiving feedback from PIC #1, the project team will continue the consultation process as design progresses and will be discussing all comments provided by MiWay.</p> <p>Refer to Table 8.2 and 8.3 for the comments received from TRG members after TRG meeting #1 and #2 and on the draft EPR.</p> <p>Mississauga Rapid Transit (MiWay), Transportation and Works Department was kept informed throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
<p>Brampton Transit</p> <ul style="list-style-type: none"> Strategic Transit Planner, Service Development Project Engineer, Infrastructure Planning 	<p>EPR completion notification letters sent on July 23, 2020</p> <p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received on July 11, 2018 by the Strategic Transit Planner, Service Development asking if the project team could provide an outline on what they are looking for, and whether it's for background/existing conditions review or if it's for analysis purposes.</p> <p>An email received on August 08, 2018 by the Project Engineer, Infrastructure Planning noted that following comments from various groups within the City: <u>Parks Maintenance & Forestry, Public Works & Engineering</u> We are in the very early planning stages of an extension of the Fletcher's Creek Recreational Trail from Brampton into Mississauga. It is anticipated that the trail route will need to traverse under Hwy. 407. We have NOT initiated any discussions with 407 representatives yet at this point, but we was proceeding with the intent to provide a trail connection in the red area noted on the attached map. We would like this to be part of the consideration given to the EA process, for a pedestrian trail connection in the noted location.</p> <p><u>Capital Works</u> Ghaz, not sure if we would have much to provide. Attached is the endorsed 10-year capital plan which shows some work in the are of the 407. I assume you would be able to provide them copies of the EA's for the area roads if they need it. The improvements on Financial Drive was done this year, including the work over the 407 and they would like to have the as-built drawings, you can follow up with Mike and he can provide a copy when they are done the project later this year.</p> <p><u>Brampton Transit</u> As I understand it from the study website, the Transitway limits under this EA are west of Hurontario to west of Brant Street in Burlington. Within these limits, we currently operate the following bus routes that cross over Highway 407:</p> <ul style="list-style-type: none"> Route 6 via Mavis Road Routes 51 and 58 via Financial Drive Routes 51, 58, and 60 via Mississauga Road Routes 11 and 511 (Züm) via Winston Churchill <p>We have one route that operates along Highway 407 within the study limits (Route 199) between Bramalea Road and the Highway 407/403 interchange – to/from the University of Toronto Mississauga. We operate this service under contract with the university, and it is not considered to be a regular service. We have a few non-revenue trips (e.g. deadheads) that utilize the highway as well. In the future, there are a number of potential new routes on the horizon – in Western Brampton – that might also extend across the 407 via Mavis Road, Mississauga Road, Heritage Road, and Winston Churchill. Is this enough for the MTO/Parsons to react and come back with a more specific data request?</p>	<p>Data request was made to Brampton Transit via email on 2018/07/09, requesting any local transit routes/ future plans status.</p> <p>A response email was sent to the Strategic Transit Planner, Service and the Project Engineer, Infrastructure Planning on July 11, 2018 providing a map of the study area, and stating that Brampton Transit/Zum operate within the study area. The project team is looking for any Local Transit Routes/Future Plans and Status-if applicable. The email also indicated that the assignment is still in the early planning phase but was executed similarly to the last Transitway project (Hurontario to Highway 400).</p> <p>A response email from the project team was sent to the Project Engineer, Infrastructure Planning on December 31, 2018 noting that while the planning and approval of the Fletcher's Creek trail connection cannot be included as part of the 407 Transitway TPAP, as it is not an ancillary component of the project , MTO will continue to work with Brampton during the City's design and approval process to ensure that impacts of the 407 Transitway and MTO infrastructure are minimized. The project team stated that they encourage Brampton Transit to proceed with the planned discussions with 407 ETR regarding the highway crossing component of the trail and to seek MTO approval/permits via MTO's Corridor Management Office.</p> <p>Refer to Table 8.3 for the comments received from TRG members after TRG meeting #2 and on the draft EPR.</p> <p>Brampton Transit was kept informed throughout the study.</p>
UTILITIES			
<p>Hydro One Networks Inc.</p> <ul style="list-style-type: none"> Senior Real Estate Coordinator Network Management Officer, Asset Management Senior Network Management Officer, Asset Optimization 	<p>Initial contact letters sent on May 25, 2017.</p> <p>Data request were made for transmission lines/ corridors within the study area, as well as other relevent information on August 7, 2018.</p> <p>Mutiple emails received on November 8 and 10, 2018 in response to the project team's initial contact letter and data request for utility</p>	<p>An email received from the Network Management Officer on September 4, 2018 provided updated contact information to help coordinate with the appropriate Hydro One departments for response/action, as required.</p> <p>An email sent from the Senior Real Estate Coordinator on April 18, 2019 requested relevant drawings of the sections of the Hydro corridor that would be affected. After receiving that information, Hydro One would be in a better position to determine applicable secondary land uses, and arrange a meeting with the project team.</p> <p>An email received from the Senior Real Estate Coordinator on May 8, 2019 included two hard copies of relevant drawings to the Hydro One office.</p> <p>An email received from the Senior Real Estate Coordinator on May 17, 2019 noted that in regards to the potential alignments at Winston Churchill Blvd area, the majority of the corridor are Parkway Belt lands, with a small section of Hydro corridor (between 9th line and Hwy407) are being transferred to IO. The email stated that the project team should also provide drawings that identify the corridor property lines, including all Hydro facilities (towers, poles, etc.), the distance of alignments to Hydro towers, etc. in order to assess the impact.</p> <p>An email received from the Senior Real Estate Coordinator on July 10, 2019 stated that the project team's note came in today to Hydro One's</p>	<p>The project contact list was updated throughout the study, as required.</p> <p>The project team sent a response email on April 30, 2019 providing background information regarding the 407 Transitway, Hydro One impacts, and past interactions the team had with Hydro One. Hydro One was provided with PDF drawings illustrating the horizontal and vertical 407 Transitway potential alignment in locations where the Hydro Corridor may be impacted. The email provided a link with the commitments table (EPR Chapter 10) from the most recently approved 407 Transitway section (Hurontario Street and Highway 400) EA containing the Hydro One comments and responses and commitments (EPR Chapter 8).</p> <p>The project team sent a response email on May 8, 2019 noting that 2 hard copies of drawings were dropped off at the Hydro One office. The email also attached the meeting minutes from the May 2017 meeting with Hydro One Technical staff from one of the previous 407 Transitway projects and late project report correspondences.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>information.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>Correspondences took place on April 18, 2019 to arrange a meeting with Hydro One to discuss situations where the 407 Transitway affects the Hydro Corridor.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>stakeholders. The Senior Real Estate Coordinator confirmed that she would get back to the project team as soon as she heard back from the stakeholders.</p> <p>An email received from the Senior Real Estate Coordinator on August 6, 2019 in response to updates in the Lisgar Go Station Area stated that she had not heard back on the preliminary review comment yet regarding the 407 Transitway proposal. The email noted that it was a busy season and would let the project team know upon hearing back.</p> <p>An email received from the Senior Real Estate Coordinator on August 14, 2019 stated that Hydro One has completed preliminary technical reviews and offered comments. Based on reviewing drawings the following comments were provided to the project team:</p> <ul style="list-style-type: none"> • Hydro One requests that MTO revises the proposed path for the underground transitway. The current path could have negative implications for Hydro One foundation for both existing and future assets. A more detailed engineering review will be required before Hydro One can comment on the acceptability of an underground transitway. • Any underground infrastructure will need to be capable of withstanding load from heavy construction equipment that regularly transverse Hydro One Corridors. • Parking proposal will need further review. Hydro One does not allow parking under 500 kV transmission lines. • This approval applies only to the plans, drawings and documents submitted by the proponent to date. Any revisions to the proposal must be reviewed and approved by Hydro One prior to construction. • Any future proposal on the subject land, including but not limited to, modified use of the present proposal, must be submitted to Hydro One for review and approval. • Asset Optimization (Secondary Land Use) approval is subject to, and in no way supersedes, any requirements and conditions imposed by the Hydro One Lines Technician and Land Use Agent. • A 3.0 metre radius around Hydro One structures must be left unpaved for access to tower footings if necessary. • Hydro One requires 15 metre of clearance on all sides around its transmission structures as measured from the tower legs to carry out maintenance operations. This clearance must always be maintained, and no storage or staging activities should occur within this area during construction. • Construction equipment and personnel working underneath the Hydro One conductor must satisfy OSHA clearance requirements. A Hydro One Lines Technician will assist, if required, for an on-site meeting to provide guidance when working near energized facilities. • All proposed works on the corridor are subject to adequate overhead transmission line clearance from the high voltage conductors to the proposed ground elevations. These clearances must be verified by a Hydro One Lines Technician prior to approval of any secondary land use proposal. • Plantings on the corridor shall have a maximum mature height of: <ul style="list-style-type: none"> ▪ 2.5 m for 115 kV lines ▪ 1.6 m for 230 kV lines ▪ 3.5 m for 500 kV lines • All proposed plantings must be field-reviewed and approved by the Lines Technician. • No grading/excavation work is to be carried out using heavy machinery within 10 metres of the tower footings. Hydro One may permit grading/excavation work within 10 metres of the tower footings provided this work is carried out by hand or by using a Vacuum truck (VAC) system. • Access to Hydro One facilities must not be obstructed at any time during construction, or after the proposed facilities are in service. The site must be kept free of all debris and equipment which could prohibit access to Hydro One facilities. • Hydro One requires a minimum of 6 metre-wide route longitudinally along the corridor to access each transmission structure. The access route should not have a slope greater than 10%. If the proponent fails to maintain the required access route, they will be liable for any costs incurred by Hydro One in regaining access to perform maintenance or repairs. • No fill material must be placed on the Hydro One corridor, except with prior approval from Hydro One. • If the proponent performs any construction activity within 10 metre of any transmission structures, they must install temporary orange snow fence erected 3 metres around tower footprint. This fence must be maintained in an upright position for the duration of construction. • All underground utilities must be designed to allow for vehicular traffic to pass over. Type of vehicles to be accommodated includes large utility vehicles and cranes. • The proposal shall not interfere with the natural drainage patterns or result in standing water anywhere on the affected stretch of the Hydro One corridor. 	<p>A phone conversation occurred between Hydro One and the project team on June 7, 2019. An email containing a drawing package was set to the Senior Real Estate Coordinator on June 10, 2019.</p> <p>The protect team sent an email to the Senior Real Estate Coordinator on July 5, 2019 in response to Hydro One potentially taking up to 16 weeks to review the project technical drawings and provide comments. It was noted that the date is well beyond the amount of time the Ministry has allocated in the project schedule for stakeholders to complete preliminary design reviews. The email noted that the Ministry has committed to the Provincial Government to have the project fully approved by Spring 2020. To satisfy all of the project regulatory requirements and meet the deadline, the project team will need a response from Hydro One if no later than July 31st, 2019. All technical field investigations for the preferred alignment options must be completed during the 2019 summer/fall seasons. The email noted that there are future stakeholder reviews scheduled for this project and Hydro One will have more opportunities to review and comment. The Draft Environmental Project Report (EPR) Stakeholder Review will be circulated to all stakeholders in late 2019 after the second Technical Resource Group Meeting. The project team is looking for confirmation from Hydro One if the proposed Transitway design is feasible in situations where the facility is located within the Hydro corridor. Specific comments, questions and/or concerns will allow the project team to finalize the evaluation of alternatives, and select/design a preferred alignment. Refinements of the exact location (10-20 metre shifts) and curvature of the proposed alignment can still be made later in the process. The project team requested to arrange an in-person meeting with Hydro One including technical staff to explain the Transitway designs, how they address Hydro One requirements and to discuss any questions or concerns.</p> <p>An email sent to the Senior Real Estate Coordinator on July 10, 2019 noted the potential impacts to the Hydro Corridor in the Lisgar GO Station area. The following items noted consisted of the following:</p> <ol style="list-style-type: none"> 1. Location of the station platform, bus loop, and passenger pick-up and drop-off areas are proposed outside of the Hydro Corridor. As previously noted, the only surface facility proposed within the Hydro Corridor is a commuter small vehicle parking area. 2. During the preparation of the last 407 Transitway EA (Hurontario Street to Highway 400), the project team was informed that Hydro One is planning a potential future 230kv-line east of Hurontario Street. Based on this, our proposed design illustrated in the attached preliminary drawings, was developed assuming a potential future 230kv line to the south-east. We have also assumed the feasibility of installing mono-poles along the potential future 230kv-line, following the arrangement that was agreed to between Hydro One and MTO and constructed between Bayview Avenue and the Parkway Transformer Station in Markham, as part of a previous Transitway study completed in 2011, between Highway 400 and Kennedy Road in Markham. Monopoles reduce the tower footprint allowing the Transitway to be accommodated in the corridor. <p>An email sent to the Senior Real Estate Coordinator on July 12, 2019 regarding information on the agreement reached between Hydro One and MTO to facilitate the use of mono poles for the new 230kv line between Bayview Ave. and the Parkway Transformer Station, allowing accommodation of the Transitway within the Hydro easement. The project team requested to have a brief conversation with the Senior Real Estate Coordinator.</p> <p>A discussion was held between the project team and the Senior Real Estate Coordinator on July 12, 2019. Discussed was the past cooperation with Hydro One in achieving coexistence where a</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<ul style="list-style-type: none"> The proponent will be held liable for any damage to Hydro One facilities, because of flooding or standing water caused by the proposal. Any proposed catch basins on the Hydro One corridor must be located within a paved roadway. The proponent must meet with the Hydro One Lines Technician assigned to this project, prior to the start of construction, in order to obtain an entry permit and to discuss clearance issues. Additionally, a pre-construction meeting with the Hydro One Land Use Agent/Environmental Technician assigned to the project, is required to ensure that the proponent and/or its contractors are well aware of all safety requirements. The proponent is responsible for maintaining security of the site and for the safety of the people working within the corridor. The Proponent will assume all liability associated with this secondary land use proposal. In the case of Hydro One emergency work, the proponent may be required to suspend their operations without notice until Hydro One crews have completed the emergency work. Any relocation, modification or repair of Hydro One facilities as a result of the proposal will be carried out by Hydro One at the proponent's expense. The Proponent is responsible for arranging all underground locates prior to digging, auguring or performing any excavation works on the Hydro One corridor. Hydro One is not responsible for any damages or injuries resulting from the effect of adverse weather conditions. This would include any damages or injuries from ice falling from structures or conductors as a result of an ice storm. Hydro One may, at its sole discretion, interrupt the proponent's occupation of the transmission corridor at any time during construction or post construction, to perform maintenance or emergency repairs. Hydro One will not be liable for any damages suffered by the proponent due to this interruption Buildings are not permitted on the transmission corridors. This prohibition includes, but is not limited to, temporary structures such as tents and construction trailers. There shall be no storage of any material on the Right of Way ("ROW") without permission of Hydro One. Any debris on the ROW shall be removed on an ongoing basis. There shall be no storage or tipping of garbage dumpsters on the ROW. There shall be no storage or dispensing of gasoline, or any other combustible substance, on the Hydro One ROW. <p>An email received from the Senior Real Estate Coordinator on March 30, 2020 stated that Hydro One provided a preliminary comments. The following comments were provided:</p> <ul style="list-style-type: none"> Hydro One requests that MTO revise the proposed path for the underground transit way. The current path could negative implications for Hydro One foundation for both existing and future assets. A more detailed engineering review will be required before Hydro One can comment on the acceptability of an underground transitway. Any underground infrastructure will need to be capable of withstanding load from heavy construction equipment that regularly transverse Hydro One Corridors. Parking proposal will need further review. Please note Hydro One does not allow parking under 500 kV transmission lines. <p>Hydro One will wait for detailed drawings in in order to circulate to responsible stakeholders for further review and assessment.</p> <p>An email received from the Senior Network Management Officer on April 9, 2020 thanked the study team for the notice of commencement of the TPAP. The email asked if it would be possible to have a phone conversations on the proposal with the project team.</p> <p>An email received from the Senior Network Management Officer on May 5, 2020 with comments on the minutes of the meeting that occurred on April 22, 2020. The following comments were provided:</p> <ul style="list-style-type: none"> Please add Enza Cancilla to the list of attendees from Hydro One. Last bullet on page 1 – please change "high voltage line" to "500 kV transmission lines". All lines in the corridor are high voltage, however some are 230 kV and some are 500 kV. 	<p>project was required to be within the Hydro corridor. The Senior Real Estate Coordinator understood MTO's role in design and protection and implementation. The project team noted that the transitway's design is a proposal and there is flexibility to modify it to meet all of Hydro One's requirements.</p> <p>The project team sent an email response to the Senior Real Estate Coordinator on August 15, 2019 noting that the project team understands that Specific Conditions/Comments apply only to the Lisgar Station area, while the General Conditions apply to all locations where the 407 Transitway impacts the Hydro Corridor. The following comments were stated:</p> <p>Specific Conditions/Comments</p> <ul style="list-style-type: none"> Prior to any actual construction and upon review of the tower foundation drawings and development of detailed geotechnical investigations, the Transitway alignment will be refined in this location – if required, to ensure the Transitway facility does not produce any negative implications to Hydro One tower foundations for both existing and future assets. Hydro One will have the opportunity to review the detailed design of the Transitway underground facility, understanding that it must be accepted by Hydro One prior to construction. A commitment made by MTO to this effect will be included in the Commitment Chapter of the final EPR. Hydro One will have the opportunity to review and comment on the Draft EPR (including the commitments), following the 2nd Technical Resource Group meeting. Any underground infrastructure will be built into the Transitway detailed design, which will occur prior to construction and will be sent to Hydro One for additional review/approval. The parking layout will be developed to ensure this requirement is complied with. However, in the previous Transitway assignments, Hydro One accepted vehicular parking (not buses) under the 500kv lines, as long as the 15m clearance on all sides around its transmission structures was respected. <p>MTO agrees with all conditions listed under the subtitles shown below:</p> <ul style="list-style-type: none"> Scope of Approval Horizontal Clearance Around Hydro One Structures Vertical Clearance Corridor Conditions and Access Storm Water Management Safety & Security Liabilities Prohibited Activities <p>The Commitments Chapter of the EPR, which Hydro One will have a chance to review, will address all the conditions listed in the email as MTO commitments to Hydro One to be met at the pre-construction and implementation phases. There is currently no timing for construction of the transitway. At this time the project team is only obtaining Transit Project Assessment Process (TPAP) approval under Ontario Regulation 231/08.</p> <p>The project team sent a response email to the Senior Real Estate Coordinator on March 31, 2020 noting that the project team provided a response to the Senior Real Estate Coordinator comments back in August 15, 2019. The email attached the correspondence for reference. The email noted that commitments for future communication with Hydro One prior to construction, during construction and operation of the 407 Transitway have been included in the Draft Environmental</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
		<ul style="list-style-type: none"> • Please also add the following sentence to this bullet: "Parsons indicated that parking lot size and layout are flexible and will be designed to be outside the 500 kV transmission lines area as there is sufficient room for that." • Please add another bullet on top of page 2: On the call Parsons indicated that the proposed parking lot will be drained using catch basins and the drainage system will be underground. The project team should confirm whether the swale shown on the TPAP drawings is required. • Tremaine Road: Please add the following sentence: The project team will edit the EPR to make a clear distinction between Hydro One's transmission structures and the distribution monopoles which require relocation. • Next Steps: please add a clarification comment – no additional drawings will be provided at this stage. Detailed drawings to be provided to Hydro One during detailed design stage. <p>An email received from the Senior Network Management Officer on May 8, 2020 thanked the project team for the prompt response in making revisions to the meeting minutes of April 22, 2020. No further comments were provided by Hydro One.</p>	<p>Project Report (EPR). Access to the draft EPR has been available online since December 10, 2019 for review.</p> <p>The project team sent a response email to the Senior Network Management Officer on April 9, 2020 stating that the project team is available for a teleconference to discuss the project and attached past correspondences the project team has had with the Senior Real Estate Coordinator.</p> <p>The project team sent an email to the Senior Network Management Officer on April 9, 2020 noting that in light of recent emails from two separate staff members at Hydro One, the 407 Transitway project team was happy to coordinate a teleconference to answer all specific questions regarding the on-going EA assignment (from west of Brant Street to west of Hurontario Street). The link to the project website was provided along with availability requests to arrange a teleconference meeting.</p> <p>The project team had a teleconference meeting with Hydro One on April 22, 2020. The project team provided Hydro One with an overview and schedule of the status of the project. The topics of discussion included the Go Lisgar Station area, the crossing of the hydro corridor east of Tremaine Road, and the next steps. The meeting minutes were prepared and provided to the Senior Network Management Officer on April 28, 2020.</p> <p>Hydro One Networks Inc. was kept informed throughout the study.</p>
<p>Enbridge Pipelines Inc.</p> <ul style="list-style-type: none"> • Senior Analyst Markups Attachment & Construction Services, Operations Support • Assistant ROW Analyst • Supervisor, Lands & Right-of-Way, Eastern Canada • Construction Project Management Engineer, Construction Hamilton/Halton 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>The project team requested mark-ups for any existing or future planned gas pipes within the study area on June 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	<p>An email received from the Senior Analyst Markups, Attachment and Construction Services, Operations Support on July 9, 2020 provided clarification to the questions the project team had about the drawings.</p> <p>An email received from the Supervisor, Lands & Right-of-Way, Eastern Canada on February 14, 2020 stated that based on the slide deck presented at both PIC sessions and the details of the proposed 407 Transitway, Enbridge Pipelines Inc. stated the following comments:</p> <ul style="list-style-type: none"> • Enbridge Pipelines Inc. owns and operates a 30" dia crude oil pipeline crossing Hwy 407 in the area of Ninth Line. • Enbridge also owns and operates 2 – 20" diameter petroleum pipelines crossing Hwy 407 in Burlington near Brant Street. <p>The pipelines at these crossings will require lowering. If any of the pipelines require relocation or adjustment to the elevation, Enbridge requires considerable time to allow for the design and planning of the adjustment. The work could take more than 2 years for detail design, necessary approvals and construction. The email noted that the comments are specific to Enbridge Pipelines Inc. only. Enbridge Gas Inc. also owns and operates natural gas pipelines in the study area and these facilities now include legacy Union Gas pipelines, which could also be impacted by the work.</p> <p>An email received from the Construction Project Management Engineer, Construction Hamilton/Halton on April 23, 2020 stated that at this point of the process, the Construction Project Management Engineer, Construction Hamilton/Halton wanted to ensure that the project team is aware of a high-pressure and important gas distribution station on Guelph Line just south of the 407 with high pressure gas mains coming into and out of the station. Amidst other gas infrastructure near the 407. The email asked for the project team to keep the station in mind specifically, as any changes to the station will be extremely costly and time consuming.</p>	<p>The project team sent an email to the Senior Analyst Markups, Attachment and Construction Services, Operations Support, thanking him for the drawings and asked for further clarification on the drawings received.</p> <p>The project team provided a response to the Supervisor, Lands & Right-of-Way, Eastern Canada on February 20th, 2020. The project team provided questions on the petroleum pipelines and requested drawings of those pipelines. The project team noted that the time that would be required for a Detail Design of a potential relocation, would be considered in the 407 Transitway implementation plan, if applicable.</p> <p>The project team provided an email response to the Construction Project Management Engineer, Construction Hamilton/Halton on April 27, 2020 providing thanks for the valuable information. The email noted that the gas distribution station on Guelph Line just south of Highway 407 ETR and associated gas mains, will be assessed in detail as part of the ongoing design phase of the 407 Transitway, and conflicts will be avoided if all possible. Obtaining vertical data of these plants from Enbridge would be of great assistance to the design team. The Environmental Project Report (EPR) is including an MTO commitment to consult and coordinate with utility owners, if potential conflicts are identified during the Detail Design phase of the 407 Transitway to be carried out prior to implementation.</p> <p>No issues or concerns identified.</p> <p>Enbridge Pipelines was kept informed throughout the study.</p>
<p>Rogers Cable</p> <ul style="list-style-type: none"> • Team Manager, Planning Department 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p>	<p>No comments/concerns received.</p>	<p>No issues or concerns identified.</p> <p>Rogers Cable was kept informed throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	<p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020</p>		
<p>Bell Canada</p> <ul style="list-style-type: none"> Implementation Manager 	<p>Initial contact letters sent on May 25, 2017.</p> <p>PIC #1 invitation letters sent on November 16, 2018.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p> <p>TPAP commencement notification letters sent on March 26, 2020.</p> <p>EPR completion notification letters sent on July 23, 2020.</p>	No comments/concerns received.	<p>No issues or concerns identified.</p> <p>Bell Canada was kept informed throughout the study.</p>
OTHER INTEREST GROUPS			
<p>Ontario Nature</p> <ul style="list-style-type: none"> Conservation Science Technician 	The project team requested data on September 7, 2017.	No further correspondence required.	
<p>Ontario Federation of Agriculture</p> <ul style="list-style-type: none"> Senior Farm Policy Analyst Member Services Representative, Zone 5 Member Services Representative, Zone 13 	<p>Organization was contacted by the Project team on November 12, 2019, to establish contacts for future correspondences and project updates.</p> <p>TRG members were provided with access to the Draft EPR for review and comment on December 10, 2019.</p> <p>PIC #2 invitation letters sent on January 20, 2020.</p>	An email received from the Member Service Representative for Halton, Hamilton-Wentworth Niagara on August 4, 2020 provided an additional OFA contact for Halton, Hamilton, and Niagara.	<p>The project contact list was updated.</p> <p>The Ontario Federation of Agriculture was kept informed throughout the study.</p>

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

AGENCY	DATE CONTACTED	COMMENTS/CONCERNS	ACTION TAKEN
	TPAP commencement notification letters sent on March 26, 2020. EPR completion notification letters sent on July 23, 2020.		

Note: In addition to the correspondence in **Table 8.1**, various agencies were contacted to obtain the required permissions to enter/license agreements for the environmental field investigations.

8.2.2. Technical Advisory/Resource Group (TRG)

A Technical Advisory/Resource Group (TRG) was formed to provide technical expertise and strategic input to the project team during the project. TRG members were required to review material prior to and/or after the various meetings to provide effective input. Agendas, presentations (including the use of visual aids to illustrate project design features) and hand-outs (maps, drawings/figures) were prepared and provided at/before each meeting, and meeting minutes were circulated to all members after the meeting. The TRG members met at key project milestones providing comments on the technical reports and draft EPR for this project.

The TRG is comprised of members of the project team (MTO, Parsons, IBI and LGL) and representatives from the following agencies:

- Metrolinx/GO Transit;
- MiWay;
- Brampton Transit (Zum);
- Milton Transit;
- Oakville Transit;
- Burlington Transit;
- Canadian National Railway;
- Canadian Pacific Railway;
- Ministry of Heritage, Sport, Tourism and Culture Industries;
- Ministry of Municipal Affairs/Ministry of Housing;
- Infrastructure Ontario;
- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry;
- Conservation Halton;
- Credit Valley Conservation;
- 407 ETR Concession Company Ltd.;
- Halton Region;
- City of Burlington;
- Town of Oakville;
- Town of Milton;
- Town of Halton Hills;
- Peel Region;
- City of Brampton;
- City of Mississauga;
- Ontario Federation of Agriculture; and,
- Hydro One Networks Inc.

The checklist above lists all the agencies that attended TRG #1 and TRG #2. The first TRG meeting was held on September 25, 2018. TRG #1 was formally presented at Sheridan College Conference Centre. A presentation was made by the project team and all members were encouraged to provide comments and ask questions. The presentation included the following information: an introduction to the study and a description of the 407 Transitway; study objectives; tentative schedule; ridership and service concept; environmental existing conditions; alternative evaluation process; planning alternatives; and, next steps. Members of the TRG provided comments on the project. Comments/responses were received from MiWay, Conservation Halton, Halton Region, City of Burlington, Town of Milton, Peel Region and the City of Mississauga. **Table 8.2** presents the comments received from members of the TRG as well as the project team’s responses.

The second TRG meeting was held on Tuesday, December 10, 2019. TRG #2 was presented through Webex to encourage more participation. TRG members were provided with an update of the study progress, key findings, and changes to the 407 Transitway configuration presented at the first TRG meeting. Details were provided on the preferred alignment and station locations and the submission of the Draft EPR. Next steps were also presented, and it was stated that upon reviewing the EPR documents, any comments and concerns can be directed to MTO and the project team.

Members of the TRG were provided with access to the Draft EPR for review and comment on December 10, 2019. Members of the TRG were provided with a due date of February 6, 2020, for comments on the Draft EPR. Comments/responses on the draft EPR were received from Metrolinx, the Ministry of Economic Development, Job Creation and Trade, Infrastructure Ontario, the Ministry of Heritage, Sport, Tourism and Culture Industries, the Ministry of Natural Resources and Forestry, the Ministry of Environment, Conservation and Parks, the Niagara Escarpment Commission, Conservation Halton, Halton Region, the City of Burlington, the Town of Oakville, Town of Halton Hills, Region of Peel, City of Mississauga, MiWay, and the City of Brampton.

TRG #2 comments received on the Draft EPR are presented in **Table 8.3**.

A list of TRG #1 and TRG #2 attendees is provided below:

TRG # 1 Attendees	TRG #2 Attendees
■ Infrastructure Ontario	■ Infrastructure Ontario
■ City of Mississauga	■ Ministry of Heritage, Sport, Tourism and Culture Industries
■ Conservation Halton	■ Ministry of the Environment, Conservation and Parks
■ Halton Region	■ Conservation Halton
■ City of Burlington	■ City of Burlington
■ Town of Milton	■ Town of Oakville
■ Region of Peel	■ Town of Halton Hills
■ Town of Oakville	■ Region of Peel
■ Town of Halton Hills	■ City of Mississauga
■ Brampton Transit	■ MiWay
■ Metrolinx	■ Brampton Transit
■ 407 ETR Concession Company Ltd	■ 407 ETR Concession Company Ltd
	■ Ontario Federation of Agriculture

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
MW-1	MiWay	November 14 th , 2018	N/A	Thank you for giving us the opportunity to review the information that was presented at TRG#1. MiWay has had a chance to review and we do not have any concerns at the moment with the identified stations and locations.	January 10 th , 2019	Thank-you for taking the time to review the material presented in the Transportation Resource Group (TRG) and provide comments – your input to this project is very valuable and appreciated.
MW-2	MiWay	November 14 th , 2018	N/A	We would like to re-iterate one of the items brought up during the discussions at the meeting regarding the connection of the 407 Transitway with the 403 Busway. A connection to the 403 Busway is imperative as it would provide an east-west link between the Mississauga Transitway and the 407 Transitway. Could you also clarify what is meant by the connection will likely be a T-connection/intersection? It states that a connection is shown, but the slide deck only shows a bubble indicating that there is a connection. We would like to ensure that there is a direct connection between the 403 Busway and the 407 Transitway.	January 10 th , 2019	Connection options are being assessed. Once this assessment is complete, the project team plans to discuss the findings with MiWay.
MW-3	MiWay	November 14 th , 2018	N/A	Will there be verbage that will confirm that a station will be provided at that location as there is almost a 7km difference between Trafalgar Station and Britannia Station.	January 10 th , 2019	A Transitway station has not been identified at Eglinton Avenue due to a number of factors, including available land and the proximity of the future Mississauga Busway Ridgeway Station. The available land at this location will be required to accommodate the Transitway runningway and the possible connection to Ridgeway Station.
CH-1	Conservation Halton	November 29 th , 2018	N/A	CH staff appreciates the opportunity to participate in the TRG meetings and review the PIC materials (e.g. mapping plates identifying potential Transitway alignments, locations of stations and maintenance yards, etc.) early in the study process. These comments follow our initial letter of July 28, 2017 regarding the Notice of Study Commencement in which we included a checklist of items to identify potential environmental issues to be considered during the study process. Subsequent to issuance of that letter, CH staff provided the study team with data including approximate CH regulation limits, topographic contours, natural hazards limits, hydraulic modelling, ecological land classification, fisheries and terrestrial species information for the study area through two data licensing agreements in 2017 and 2018.	January 10 th , 2019	Many thanks for providing this information. Your input to this project is very valuable and appreciated.
CH-2	Conservation Halton	November 29 th , 2018	N/A	Given the nature of the project, the alignment will involve numerous watercourse culverts and crossings as well as development in proximity to regulated wetlands across many of CH's watersheds. As part of this study, staff recommends assessing and addressing any potential hydraulic inadequacies with existing Highway 407 culverts, if feasible. While MTO is not required to obtain permits from CH pursuant to Ontario Regulation 162/06, staff recommends that crossing/culvert design and construction adhere to CH's regulatory policies pertaining to alterations to watercourses and floodplains and development adjacent to wetland features. This includes ensuring culvert/crossing designs maintain flood conveyance and flood storage and do not adversely impact fluvial processes amongst other considerations such as isolating the works with appropriate sediment and erosion controls and restoring the disturbed area with native, non-invasive plant species.	January 10 th , 2019	Noted. The 407 Transitway project is still in the planning stage. The preliminary design of the preferred alignment alternative will consider CH's regulatory policies and will assess and discuss with CH the proposed design of creek crossings.
CH-3	Conservation Halton	November 29 th , 2018	N/A	Plate 01: Brant Street to east of Appleby Line <ul style="list-style-type: none"> • Design of purple alignment just east of Brant Street will need to consider impacts to buried stormwater pipe that conveys flow from Upper Rambo Creek upstream to Upper Hager Creek downstream. • Regulated watercourses and floodplain will impact design and location of both Dundas Street Station Options A and B. • Design of orange alignment at Walkers Line will likely be challenging from a water resource engineering and fisheries perspective in terms of impacts to Appleby Creek (e.g. enclosure of watercourse west of Walkers Line) which should be mitigated for or avoided. 	January 10 th , 2019	<ul style="list-style-type: none"> • The Project team is aware of the stormwater pipe and are considering the impacts in the study design and evaluation process. • The Project team is aware of the floodplain impacts for both these station options. A full Drainage Report will be completed for the preferred Station alternative, identifying the impact to the existing floodplain. • Noted. A Fisheries and Drainage analysis will be conducted as part of this study which will be considered as part of the alternative evaluation process.
CH-4	Conservation Halton	November 29 th , 2018	N/A	Plate 02: East of Appleby Line to west of Sixth Line <ul style="list-style-type: none"> • Design and location of the crossings of the Main Branches of Bronte Creek and Sixteen Mile Creek and associated valley lands will need to consider flooding and erosion hazards and numerous environmental features to mitigate impacts. • As previously discussed with the study team, the design and location of Bronte Road Station Option A and the Maintenance Storage Yard would benefit from consultation with CH staff to ensure impacts to regulated tributaries of Fourteen Mile Creek and Provincially Significant Wetlands are avoided or mitigated. • The purple alignment would traverse lands managed by CH, Glenorchy Conservation Area. 	January 10 th , 2019	<ul style="list-style-type: none"> • Noted. Flooding and erosion hazards and numerous environmental features to mitigate impacts to Bronte Creek and Sixteen Mile Creek will be considered in the Transitway design. • Noted and agreed. The Project team will continue consultation with Conservation Halton throughout the duration of the study. • Noted.

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
CH-5	Conservation Halton	November 29th, 2018	N/A	<p>Plate 04: North of Lower Base Line to Tenth Line</p> <ul style="list-style-type: none"> • CH staff continues to work extensively with the City of Mississauga and their consultant team through this portion of the study area which is currently subject to the ongoing Ninth Line Lands Scoped Subwatershed Study (SWS). • The design and location of the alignment will need to consider flooding and erosion hazards; wetlands and other environmental features identified through the SWS and mitigate impacts. • The design and location of Britannia Road Station Options A and B, Derry Road Station Option B and the Maintenance Storage Yard would benefit from consultation with CH staff to ensure impacts to the regulated tributaries of Sixteen Mile Creek and associated floodplain are avoided or mitigated. 	January 10 th , 2019	<ul style="list-style-type: none"> • Noted. The Project team is aware of this ongoing study. Any information regarding this study impacting Conservation Halton's interests that can be shared with the Project team would be greatly appreciated. • Noted. Flooding and erosion hazards, wetlands, and other environmental features identified through the SWS and mitigate impacts will be considered in the Transitway design. • Noted and agreed. The Project team will continue consultation with Conservation Halton throughout the duration of the study
CH-6	Conservation Halton	November 29th, 2018	N/A	CH staff looks forward to continuing our participation in the Technical Resource Group Meetings. We would also be pleased to coordinate individual meetings with the study team regarding Transitway alignments, station and maintenance yard locations within or adjacent to CH regulated areas. This will help to ensure that the final Environmental Study Report (ESR) contains the information required for CH to support a preferred alternative.	January 10 th , 2019	Many thanks.
HR-1	Regional Municipality of Halton	November 15th, 2018	N/A	Thank you for the opportunity to participate in the 407 Transitway (Hurontario Street to Brant Street) Study, currently being undertaken by the Ministry of Transportation Ontario (MTO). Halton Region Staff (Infrastructure Planning and Planning Services) has reviewed the material presented on September 25, 2018, at the Technical Resource Group (TRG) Meeting #1, held by MTO and would like to provide the following preliminary comments. We look forward to discussing our comments further at our meeting scheduled for December 3, 2018.	January 10 th , 2019	Thank-you for taking the time to review the material presented at the Technical Resource Group (TRG) meeting and providing comments – your input to this project is very valuable and appreciated.
HR-2	Regional Municipality of Halton	November 15th, 2018	N/A	The information presented at TRG Meeting #1 did not fully clarify how the 407 Transitway plans consider ongoing Provincial studies and existing Provincial Planning documents such as the Metrolinx 2041 RTP, MTO's Greater Golden Horseshoe Transportation Plan, the Provincial Policy Statement, 2014 and the Parkway Belt West Plan. Further clarification is also necessary on how the transitway will consider and integrate with the QEW/Highway 403 Freeman Interchange Class EA and Preliminary Design study as well as the future plans by GO Transit, including service plans and the future GO Bus Park and Ride lot expansion at Regional Road 25.	January 10 th , 2019	The assessment of alignment and station options will fully consider impact on and compatibility with all relevant Provincial plans and ongoing studies including the Metrolinx RTP, GGH Transportation Plan, Provincial Policy Statement, the Parkway Belt West Plan, Freeman Interchange EA and GO Transit plans.
HR-3	Regional Municipality of Halton	November 15th, 2018	N/A	The proposed alignment options of the transitway would have significant impacts on the Regional Natural Heritage System and Provincially Significant Wetlands as well as planned Regional Employment lands. Furthermore, a number of plans and development proposals that are currently underway would be impacted by the proposed southern alignment of the transitway. Consideration must be given to the environmental features and land use planning when evaluating the options.	January 10 th , 2019	The assessment of alignment options will consider impacts to Regional Heritage System, Provincially Significant Wetlands, planned Regional Employment lands and development proposals. Consideration will be given to the environmental features and land use planning when evaluating the options.
HR-4	Regional Municipality of Halton	November 15th, 2018	N/A	In order for the Region to comment on the proposed alignments and stations, additional information is required regarding the proposed station sites, and the identification and definition of major versus minor station. Additionally, clarification is required as to the proposed function of the proposed stations (for example, will they connect to local transit services or be primarily accessed by the private automobile?). It is also noted that some of the proposed station sites are at the same location as existing and future GO Bus Park & Ride Lots and clarification on how this study will be considering planned GO Transit improvements is required.	January 10 th , 2019	At this stage of the Project, the only the planning alternatives have been developed. A detailed evaluation will be completed at a later stage of the project which will define the final footprint. Conceptual layouts for each station site will be developed, with the inclusion of a bus loop facility, a passenger drop-off and pick-up area, and private automobile parking. In cases where there is currently a GO Bus Park & Ride Lot at the station location, the site will be reconfigured when the Transitway and future station facilities are constructed.
HR-5	Regional Municipality of Halton	November 15th, 2018	N/A	Please clarify if the sizing of the station area site relates to Transitway demand/ridership. We note that a number of station sites refer to being of potentially insufficient size to support demand or required to support surplus parking.	January 10 th , 2019	Sizing of the station area is based on demand/ridership requirements and other considerations including land availability, accessibility, environmental conditions, Ministry car pool requirements, stormwater management requirements, etc.
HR-6	Regional Municipality of Halton	November 15th, 2018	N/A	Additional information on how the 407 Transitway would integrate with the existing and proposed transportation network is required, including how impacts to the Regional road network would be assessed, how first-mile-last-mile would be addressed, and how active transportation would be considered. Please clarify what services were assumed for routes that connect to urban growth centres as part of the 407 Transitway in the enhanced scenario and whether or not there were other route variations being considered.	January 10 th , 2019	The project considers both the existing and proposed transportation network from a ridership and future infrastructure perspective. Specific details, such as active transportation considerations, will be considered on a very high-level at this stage of the project. However, commitments to address these needs in the future implementation phases will be included in the Environmental Project Report. Halton

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
						input regarding municipal transit plans and integration potential is vital to this project.
HR-7	Regional Municipality of Halton	November 15th, 2018	N/A	<p>Halton Region has a number of completed and on-going plans and studies, including Capital Budget Plans for Transportation, Water and Wastewater Infrastructure, which must be considered as part of the study. In particular, we note:</p> <ul style="list-style-type: none"> • The alignment south of Appleby Line would have direct impact to Halton Region’s Appleby Reservoir and the newly constructed Appleby Line Pumping Booster Pump Station. The Reservoir and Pump Station are integral components of the South Halton water supply system, and are strategically located in a unique setting that enables them to service residents in both Burlington and Oakville. As such, the alignment south of Appleby Line that impacts the Reservoir and Pump Station, is not feasible from the Region’s perspective. • Several existing buried water and wastewater pipes cross the proposed alignments. The depths and locations of these pipes will need to be considered during design and construction. • Installation of a future watermain on Neyagawa (crossing Highway 407) is planned for the 2031 timeframe (start of construction). The scope and timing of this project will need to be considered during design and construction. 	January 10 th , 2019	<ul style="list-style-type: none"> • Noted. The Project team is aware of the Halton Appleby Reservoir and Pumping Station infrastructure. • Noted. The Project team is currently collecting utility information which will be considered in this assignment, as well in all futures stages of the project . • Noted. Any information that Halton Region can provide on this future watermain will be much appreciated.
HR-8	Regional Municipality of Halton	November 15th, 2018	N/A	We thank you for this opportunity to participate in this study and look forward to discussing these comments further at our upcoming meeting.	January 10 th , 2019	Noted and Thank-you.
CB-1	City of Burlington	November 12 th , 2018	N/A	<p>Thank you for the opportunity to participate in the Pre-Transit Project Assessment Process (TPAP) phase of the Environmental Assessment being undertaken by the Ministry of Transportation (MTO) for the 407 Transitway, from west of Brant Street in the City of Burlington to west of Hurontario Street in the City of Mississauga.</p> <p>Based on the initial Technical Resource Group (TRG) meeting hosted by the Ministry on September 25, 2018, it is the City of Burlington’s understanding that the gathering of existing environmental conditions and ridership forecast data have been completed, and that alternative alignment and station sites have been identified based on these inputs. This letter has been prepared in response to the Ministry’s request for initial feedback on the preliminary design presented to the TRG.</p>	January 10 th , 2019	<p>Thank-you for taking the time to review the material presented in the Technical Resource Group (TRG) meeting and providing comments – your input to this project is very valuable and appreciated.</p> <p>The initial planning alignment alternatives and station options presented at TRG #1 are based on the 1998/2005 Corridor Protection Study alternatives, together with information collected to date from stakeholders, the initial ridership analysis, and desk top existing environmental conditions. The planning alternatives will be reviewed, evaluated, and defined following environmental and technical field investigations, further analysis of issues and opportunities and review of feed-back from stakeholders and the public. This stage will be conducted through the spring and summer of 2019.</p>
CB-2	City of Burlington	November 12 th , 2018	N/A	<p>With regard to alignment alternatives, the City of Burlington’s preference is the south side for segments S1, S2 and S3 of the proposed transitway. Whereas the northern alignment falls within Burlington’s Rural Area, as well as the Greenbelt Natural Heritage System; the southern alignment is located within the City’s Urban Area and provides the best opportunity for service uptake and future ridership growth.</p> <p>The south alignment best services existing residential land uses which will encourage the use walking and cycling as alternate modes of travel to access the stations, as well as provides better integration with local transit service, which will serve to reduce the demand for surface parking at each of the proposed stations.</p>	January 10 th , 2019	Noted. As indicated, at this stage of the project , only initial planning alternatives are being presented. Issues and opportunities on either side of 407 ETR will be further investigated and assessed as the project proceeds.
CB-3	City of Burlington	November 12 th , 2018	N/A	With regard to right-of-way, in particular as it relates to Segment S2, the City of Burlington’s preference is a 30-metre right-of-way, consistent with the previous MTO right-of-way requirements which were communicated to all applications for development throughout the corridor prior to 2018. The recent requirement for a 60-metre right-of-way significantly impacts the designated Area of Employment lands north of Palladium Way and results in negatively impacting the developability of a significant number of properties. Retention of the original 30- metre right-of-way avoids conflicts with approved development applications and any other future employment uses anticipated and encouraged along this corridor.	January 10 th , 2019	The refined footprint for the Transitway will be determined during Preliminary Design phase later in the study. The footprint will be defined through a design process that will address requirements such as grading, stormwater management and environmental mitigation. The final right-of-way will vary in width based on these factors. The project area was reduced to only include the designed footprint.
CB-4	City of Burlington	November 12 th , 2018	N/A	For a full discussion of the considerations raised, as well as additional constraints, opportunities and other concerns, the City of Burlington looks forward to continued participation in stakeholder sessions throughout the study phases.	-	Noted and thank you.
TM-1	Town of Milton	November 12th, 2018	N/A	Thank you for providing this opportunity for Town of Milton staff to offer its comments on the MTO 407 Transitway (Brant St. to Hurontario St.).	January 10 th , 2019	Thank you for taking the time to review the material presented at the Technical Resource Group (TRG) meeting and providing comments – your input to this project is very valuable. MTO appreciates that Milton is considering a bus priority route along

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
				<p>Staff has identified a significant opportunity to advance the strategic growth management and transportation plans for Milton and exploit synergies with the 407 Transitway project by proposing an interim alternative to traversing the problematic 407/403 Highways intersection.</p> <p>Milton is reputed to be one of the fastest growing communities in Canada. Between 2011 and 2016, the population of the town increased from 84,000 to 110,000, or roughly a 30% increase in population. The Region of Halton Official Plan (ROPA 38) has forecasted the population and employment numbers to increase to 238,000 population and 114,000 job in Milton by 2031.</p> <p>A staff report on Milton’s Future Urban Structure was received by Council in September 2017 (PD-049- 17[milton.ca]). The plans for the ‘Trafalgar Corridor’ are of particular relevance to consideration of the 407 Transitway between Trafalgar Road and Steeles Avenue.</p> <p>The Trafalgar Corridor is envisioned to be developed as a mixed use, high density corridor which supports the extension of higher order transit. A proposed major transit station is identified in the vicinity of the intersection of Derry and Trafalgar Roads. Secondary Plans are currently being prepared to guide future development of the area. These Secondary Plans, Agerton Employment Area Secondary Plan and Trafalgar Corridor Area Secondary Plan, are due for completion in early 2019 and represent Milton’s next phase of growth and development (2021-2031).</p> <p>https://www.milton.ca/en/build/trafalgarcorridoragertonemployment.asp[milton.ca]</p> <p>The Halton Region Mobility Management Strategy – 2041, identifies Trafalgar Road from Oakville GO Station to Georgetown GO Station as a Transit Priority Corridor. The corridor incorporates Regional Transit Nodes at Dundas/Trafalgar, at the proposed GO Rail Station near Derry/Trafalgar and at Steeles/Trafalgar, as well as Commuter Lots at the 407 and 401. Recently, Metrolinx invited the Town of Milton to submit background information and evidence to support the advancement of a full Metrolinx Business Case for a GO Rail Station at Derry and Trafalgar. Milton’s ‘Derry and Trafalgar GO Station Feasibility Analysis’ was submitted to Metrolinx in September 2018. A Trafalgar Corridor BRT Expressway offers a number of potential advantages for the 407 Transitway. It is noted that:</p> <ul style="list-style-type: none"> • the 407 Transitway stations at Trafalgar Road and Derry Road are project ed to experience the highest peak load ridership; • traversing the 407/403 Highways intersection is extremely problematic; and, • the station locations at Derry Road and Britannia Road stations are constricted, especially for commuter parking. <p>Having regard to the above, Milton staff recommend that consideration be given to an alternative BRT route along the Trafalgar Corridor from the 407/Trafalgar station to the Trafalgar/401/Steeles station.</p> <p>This BRT could be provided in dedicated transitway/exclusive use lanes on the east side of the Trafalgar Road ROW Corridor improvements offer the opportunity to implement transit supportive measures such as Transit Signal Priority, queue jump facilities, bus shelters and other transit stop improvements. The 407/Trafalgar station could also perform as a transfer hub for interlining local services and the 403 Transitway.</p> <p>It is recognized that this alternative route would not meet the requirement for a fully grade separated running way. As an interim solution, however, it would provide a cost effective alternative that avoids the problematic 407/403 Highways interchange and that meets the following strategic project objectives:</p> <p>Transportation</p> <ul style="list-style-type: none"> • Enhanced cross-regional mobility • A faster, safer and more efficient way of moving people • Improved integration with regional transportation network • Ability to increase capacity to meet additional travel demand <p>Land Use</p> <ul style="list-style-type: none"> • Improved accessibility to existing/planned major urban centres/nodes 		<p>the Trafalgar Corridor with an opportunity to connect with the 407 Transitway at Trafalgar Station. The planned 407 Transitway is a fully grade-separated, high speed interregional BRT facility on its own right-of-way. Therefore, the Trafalgar Corridor could not serve as an alternative route for the Transitway. The Transitway was implemented in phases with buses continuing to operate in mixed traffic on Highway 407 ETR, as the interim phase, with station facilities implemented at key high-demand locations.</p>

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
				<ul style="list-style-type: none"> Increased support for a more compact urban structure <p>Natural and Social Environment</p> <ul style="list-style-type: none"> Minimized adverse effects on the natural environment Minimized adverse effects on the social environment Reduced reliance on energy resources and reduce vehicle gas emissions <p>Cost</p> <ul style="list-style-type: none"> Increased cost-effectiveness of moving people in the corridor <p>We look forward to being involved in the 407 Transitway project as it moves forward and to exploring the opportunities afforded by the Trafalgar Corridor as described above.</p>		
PR-1	Regional Municipality of Peel	November 14th, 2018	N/A	The Region of Peel staff have reviewed the alignment alternatives provided by Parsons at the TRG #1 meeting presentation and offer the comments below. The comments below represent high-level comments based on the early proposed conceptual alignments. The comments provided are an evaluation of the concept drawings. All perceived issues will have to be revisited and addressed as the design progresses.	January 10 th , 2019	Thank-you for taking the time to review the material presented at the Technical Resource Group (TRG) meeting and providing comments – your input to this project is very valuable and appreciated.
PR-2	Regional Municipality of Peel	November 14th, 2018	N/A	Peel is working with 407ETR to coordinate works on overpasses at Mavis Road and Winston Churchill Boulevard (WCB). There is an ongoing EA on WCB through the area and a widening project on Mavis Road. Peel is coordinating with 407ETR for both of these projects.	January 10 th , 2019	Many thanks for the update. It will be considered in the study.
PR-3	Regional Municipality of Peel	November 14th, 2018	N/A	The presented enhanced scenario (which includes connections along the 403) is preferable as it improves integration with regional infrastructure, services, connections to urban centres and addressing future growth and demand; however, additional information is required on what this scenario would entail (station locations, connections, etc.).	January 10 th , 2019	Thank you for the feedback. As the study progresses further information such as station locations, connections, etc. was provided.
PR-4	Regional Municipality of Peel	November 14th, 2018	N/A	Consider implications, if any, of Northwest Greater Toronto Area Identification Study Area (GTA West) scenario on the Highway 401 Station should this project be reinstated.	January 10 th , 2019	Implications of the Northwest Greater Toronto Area Identification Study Area (GTA West) to the 407 Transitway project was considered if this project be reinstated.
PR-5	Regional Municipality of Peel	November 14th, 2018	N/A	Mississauga and Peel with MTO undertook a recent detailed study of the 407 Transitway alignment through the Ninth Line Lands study to determine the most likely alignment in advance of the MTO commencing the EA; implications of the recently adopted Mississauga official plan amendment and land use designations, including the revised transit station areas and alignment, should be considered moving forward in assessing the various alternative alignments using this most recently updated information.	January 10 th , 2019	Implications of the recently adopted Mississauga official plan land use designations and policies including the revised 407 Transitway alignment and station areas, will be considered in assessing the various alternative alignments using this most recently updated information.
PR-6	Regional Municipality of Peel	November 14th, 2018	N/A	Consider the implications/corridor protection of the proposed east-west 407 rail goods movement corridor (the “Missing Link”) currently being planned.	January 10 th , 2019	The 407 Transitway study will coordinate and seek information for any proposed east-west 407 goods movement corridor studies being undertaken by Metrolinx.
PR-7	Regional Municipality of Peel	November 14th, 2018	N/A	Ensure strong pedestrian and cycling access to all stations and at all crossings.	January 10 th , 2019	Active transportation accessibility will be addressed/considered at all stations.
PR-8	Regional Municipality of Peel	November 14th, 2018	N/A	Consider connections to all existing or planned higher order transit, including Major Transit Station Areas, and the associated planning work being undertaken by the region and local municipalities.	January 10 th , 2019	Planning work being undertaken by the regional and local municipalities, including connectivity with planned higher order transit, will be considered in the study.
PR-9	Regional Municipality of Peel	November 14th, 2018	N/A	For your consideration, also attached is the technical memo on the Storm Sewer Infrastructure data for 407 Transitway Project Addendum (Appendix B).	January 10 th , 2019	Many thanks for this valuable information.
PR-10	Regional Municipality of Peel	November 14th, 2018	N/A	Water and Wastewater General: As the alignments presented are still conceptual, Peel was only able to identify that there are multiple crossings of the Water and Wastewater systems within the project area. These are listed in the attached Excel spreadsheet.	January 10 th , 2019	Many thanks for this valuable information.
PR-11	Regional Municipality of Peel	November 14th, 2018	N/A	Peel staff has mapped out the information provided in TRG presentation slide decks to the existing water and wastewater infrastructure in Peel. For your information these maps are included under Appendix A.	January 10 th , 2019	Many thanks for this valuable information.

TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
PR-12	Regional Municipality of Peel	November 14th, 2018	N/A	In general, any areas where Peel has larger assets for water and wastewater (above 600mm) should be avoided, as the potential for relocation or protection of the assets will have high financial implications and may cause service disruptions.	January 10 th , 2019	Noted.
PR-13	Regional Municipality of Peel	November 14th, 2018	N/A	Water and Wastewater Heritage Road: Special attention will need to be given to the Heritage Road area as the proposed Alternative 1 will be very complex with multiple crossings of the wastewater system near the 407. Currently, there is a pumping station and force mains along with water transmission main. A new watermain will be constructed as well. As such any work along this corridor will be complicated and costly.	January 10 th , 2019	Many thanks for this valuable information.
PR-14	Regional Municipality of Peel	November 14th, 2018	N/A	With respect to Alternative 2 along the Heritage Road corridor, the 407 Transitway team might want to consider an above grade bridge to avoid costly conflicts.	January 10 th , 2019	Many thanks for this valuable information.
CM-1	City of Mississauga	November 19th, 2018	N/A	City of Mississauga Transportation and Works, and Planning staff have reviewed the alignment alternatives and provide the following comments.	January 10 th , 2019	Thank-you for taking the time to review the material presented at the Technical Resource Group (TRG) meeting and providing comments – your input to this project is very valuable and appreciated.
CM-2	City of Mississauga	November 19th, 2018	N/A	As indicated in the slide presentation (TRG meeting September 25th, 2018) the City supports the transitway alignment depicted on Segment S5 – S9 recognizing the preferred alignment identified in the Highway 407 Transitway Corridor Assessment within the Ninth Line Lands -October 2016). Mississauga City Council has since approved (July 4th, 2018) the OPA and ZBA for the Ninth Line lands, and these lands should be hatched to indicate "Future Development".	January 10 th , 2019	Noted.
CM-3	City of Mississauga	November 19th, 2018	N/A	Plate 03 Please be advised through discussions with MTO, during the City's Shaping Ninth Line Study, Mississauga requested that the conceptual connection (refer to attachment) identified in the 407 West Transitway Corridor Protection Study – December 2005 be identified and included as part of this EA study.	January 10 th , 2019	The Transitway alignment options at this location will include examining a possible design for the Mississauga Busway to connect with the Transitway. The study scope includes the connection only and not a runningway which is considered part of the Mississauga Busway project .

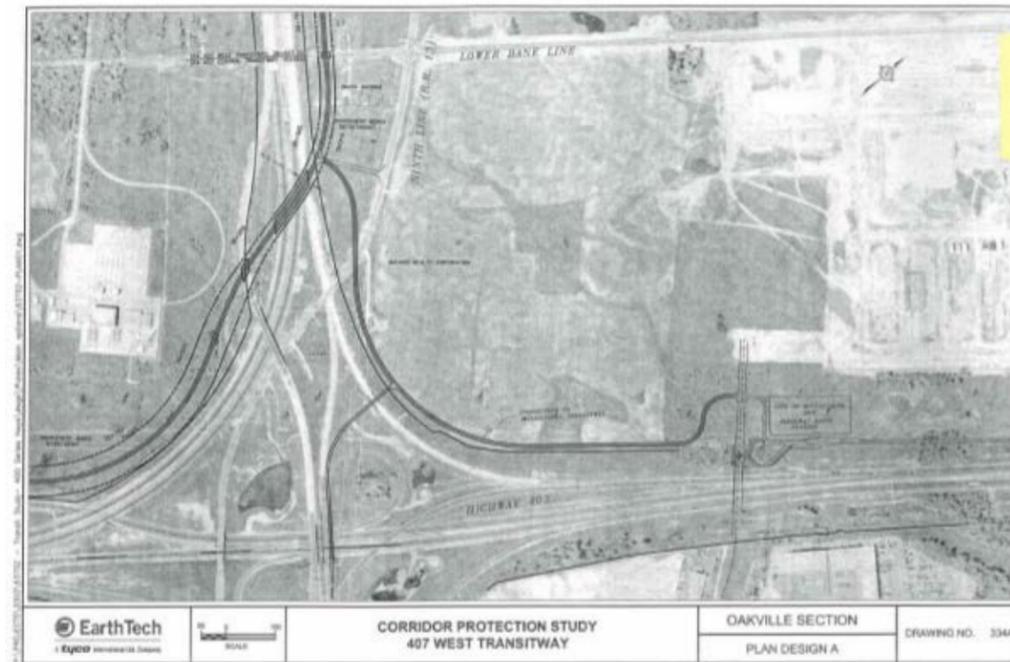


TABLE 8.2: SUMMARY OF TRG#1 COMMENTS AND PROJECT TEAM RESPONSES

COMMENT NO.	AGENCY	DATE RECEIVED	EPR SECTION	COMMENT	DATE RESPONDED	RESPONSE
CM-4	City of Mississauga	November 19th, 2018	N/A	<p>Plate 04</p> <p>The City's Shaping Ninth Line Official Plan Amendment (MOPA 90) passed by Council on July 4th, 2018, identified the proposed Derry Road Station location north of Derry Road. Will this be considered as part of the EA? The Bussell property (designated under the Heritage Act) located north of the Hydro Corridor/Gas Line conflicts with the proposed transitway alignment options.</p> 	January 10 th , 2019	The initial planning alignment alternatives and station options presented at TRG #1 include station options north and south of Derry Road. The alignment and station planning alternatives will be reviewed, evaluated, and defined following environmental and technical field investigations, further analysis of issues and opportunities and review of feed-back from stakeholders and the public. This stage will be conducted through the spring and summer of 2019.
CM-5	City of Mississauga	November 19th, 2018	N/A	Has MTO confirmed a date for PIC #1? Given the large corridor length will multiple meetings be scheduled? It would be appreciated if a confirmed PIC# 1 date was provided to the City as soon as available to allow staff to update the affected City Councillors.	January 10 th , 2019	The OGN for PIC #1 was sent to all Stakeholder (TRG #1 Invitees) on November 20th, 2018 via email. Invites were also mailed to all Stakeholder offices.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MX-1	Metrolinx, Michael Batt	February 7, 2020	N/A	How many buses will be able to serve each station at a time? How many platforms will there be in each direction at the station in the Transitway right-of-way (i.e. not the bus bays in the P&R/Carpool)?	April 3 rd , 2020	As construction timing is uncertain at this time, station layouts including bus bays, platforms and other associated station elements may be revised during Detail Design in consultation with relevant agencies, including Metrolinx. There is an existing commitment addressing your comment in Chapter 10 “Commitments” – Table 10.1 – Under Transportation – Proposed Infrastructure. “Prior to construction, MTO will discuss and review with the applicable municipalities, transit agencies, utility owners and any other impacted stakeholder the following: • Final station layouts, including access and circulation roads, bus transfer facilities, active transportation paths and facilities, accessible parking, station architectural design, and amenities.” No changes to the EPR.
MX-2	Metrolinx, Michael Batt	February 7, 2020	N/A	I am not able to see many opportunities for buses on the Transitway to easily exit at stations or major intersections in order to serve off-Transitway locations (more detail in specific location questions below).	April 3 rd , 2020	See responses to Comments MX-4 and 5. No changes to the EPR.
MX-3	Metrolinx, Michael Batt	February 7, 2020	Chapter 5	<p>Trafalgar Station</p> <ul style="list-style-type: none"> The current configuration of the Park & Ride/Carpool lot has the platforms parallel to Trafalgar road, allowing buses to easily turn in the north driveway, serve the lot, and exit via the south driveway. Another concern is about how buses from the Transitway would access the new bus loop and bays. It looks operationally cumbersome to exit the Transitway (particularly westbound) to serve the new bay locations in the P&R/Carpool. This looks like it would add a fair amount of time to make this stop, particularly if the bus is continuing down Trafalgar, as GO serves Sheridan College and Oakville GO via 407/Trafalgar. It is also not ideal to have buses operate in private vehicle/pedestrian areas, but it appears in the design to be the only way to exit onto Trafalgar. During peak hours the queuing of traffic will also add time and increase the potential for accidents to happen if buses are operating in mixed traffic in the parking lanes. 	April 3 rd , 2020	Please see response to Comment MX-1. No changes to the EPR.
MX-4	Metrolinx, Michael Batt	February 7, 2020	Chapter 5	<p>Mississauga Road Station</p> <ul style="list-style-type: none"> There doesn't appear to be anywhere at this station to exit the Transitway The Meadowvale Business Park to the immediate south of the 407 around Mississauga Rd is a location that GO intends to continue serving, so GO buses require the ability to enter and exit the Transitway in 	April 3 rd , 2020	The station layout has been revised to provide an interlining connection at this location.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES
DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

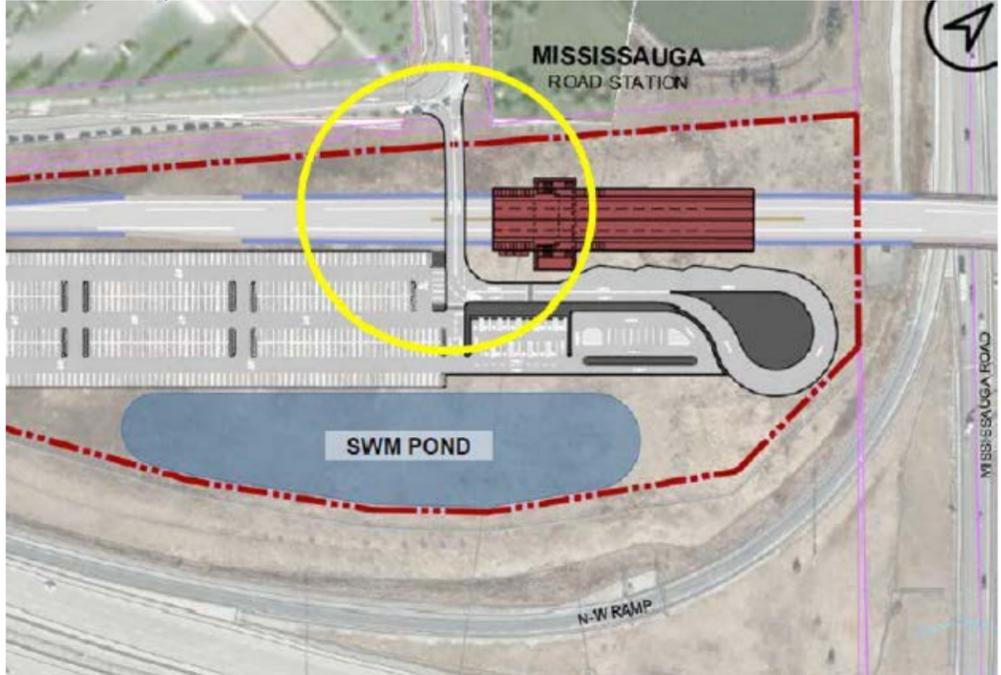
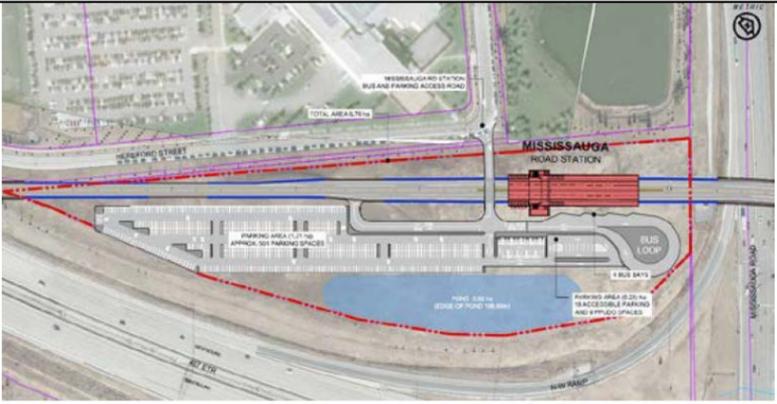
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<p>a one-seat-ride type of service (as opposed to forcing customers to transfer to MiWay in the station's bus loop).</p> 		 <p>Chapter 5. Plates S-8A has been revised accordingly.</p>
MX-5	Metrolinx, Michael Batt	February 7, 2020	Chapter 5	<p>Dundas Station</p> <ul style="list-style-type: none"> • Similar issue to Mississauga Road Station- GO services need access to Dundas/407 Park & Ride • Potential interlining opportunity identified would solve this problem if it allows for buses to enter and exit the Transitway 	April 3 rd , 2020	<p>At this location, the runningway will be on the north side of 407 ETR, while the station facilities will be on the south side. An interlining opportunity from Dundas Street to the Transitway is being provided at the northeast quadrant of the ETR Dundas Interchange, as shown in Chapter 5, Plate 7.</p>  <p>No changes to the EPR.</p>
ED-1	Ministry of Economic	February 7, 2020	Chapter 2	<p>In Section 2.3.4. page 2-10) and Table 5 (page 2-11) the report discusses and presents a project ion of increased traffic congestion along the Highway 407 corridor over the next two decades and asserts that this is expected to</p>	April 3 rd , 2020	<p>Noted. A paragraph in this regard has been added in Chapter 2 –Transportation Needs - of the EPR.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

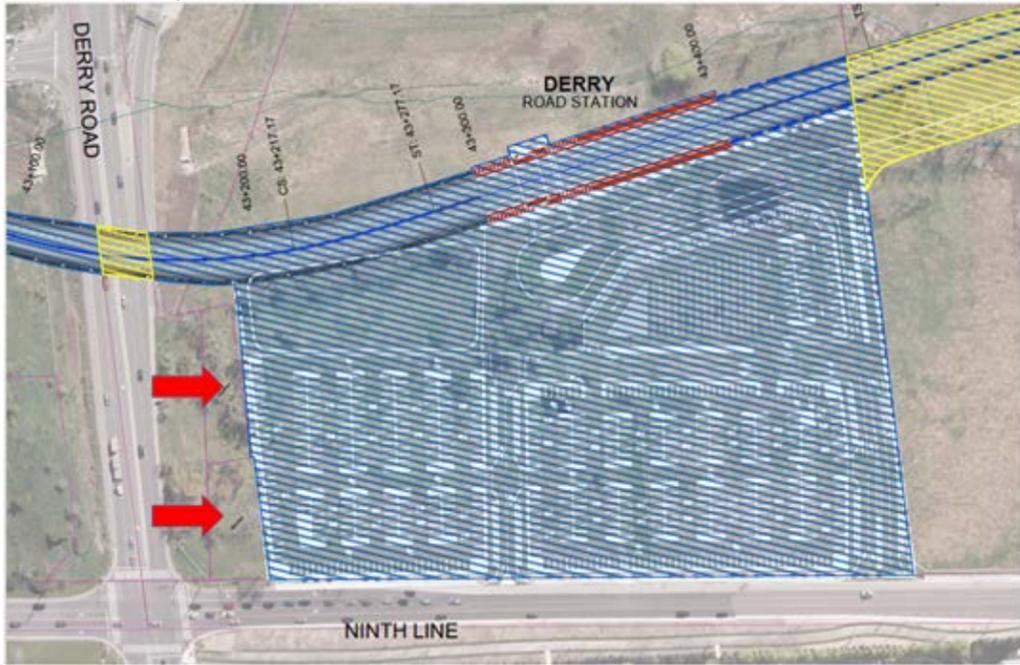
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Development, Job Creation and Trade, Michael Helfinger			create “a potential target market of east-west inter-regional travellers/commuters.” (final paragraph, page 2-10). You may want to consider including in this section a brief general discussion of the costs of traffic congestion in the Greater Toronto and Hamilton Area, particularly lost productivity due to delays in travelling to and from workplaces and potential loss of markets due to impairment of goods movement. It may also make sense to reference the role of higher-order public transit infrastructure investments can play in mitigating congestion and its attendant economic costs (as discussed in the attached reports from the C.D. Howe Institute and the Ontario Chamber of Commerce).		Paragraph added in Chapter 2 - Section 2.3.4 - Future Demand and System Performance - of the EPR reads: “Costs of traffic congestion in the Greater Toronto and Hamilton Area, particularly lost productivity due to delays in travelling to and from workplaces and potential loss of markets due to impairment of goods movement, is substantial. Higher-order public transit infrastructure investments can play an important role in mitigating congestion and its attendant economic costs”.
IO-1	Infrastructure Ontario, Ernest Abraham	December 31, 2019	N/A	Do you know what is the reason that PINs 249390084 and 249390085 were not included in Derry Road Station? I have indicated these two PIN locations with red arrows below. If they are not required for the transitway, do you if there is another requirement for them? 	January 7, 2020	The 407 Transitway project team’s internal records showed that these two small properties (corner of Derry Road and Ninth Line – Mississauga) were privately owned, hence why they were originally left out of the Derry Road Station footprint. We have now confirmed they are provincially owned. The Final EPR will show these additional properties in a similar fashion as what is shown at Dundas Street Station, Appleby Road Station etc. (see attached example). Hatching on the drawings that indicates “Potential Future Parking Area” will be included in our revised drawing set and should be shown at the upcoming PIC. Please consider these small parcels within the Derry Road Station footprint now. The Final EPR will show these additional properties in a similar fashion as what is shown at Dundas Street Station, Appleby Road Station etc. (see attached example). Hatching on the drawings that indicates “Potential Future Parking Area” will be included in our revised drawing set.
MHS-1	Ministry of Heritage, Sport, Tourism and Culture Industries, Dan Minkin	May 7, 2020	General – terminology	In several places throughout the draft EPR, terminology related to cultural heritage should be revised to be consistent with provincial policy, and internally consistent within the document. Cultural heritage resources are inclusive of archaeological resources, built heritage resources and cultural heritage landscapes; there are the appropriate terms to use. For example: <ul style="list-style-type: none"> • “Archaeological Features” is used as the title of Section 3.2.5; as subheadings within Sections 6.2.2, 6.3.2, and 6.4.2; and as rows in Tables 6.1, 6.7, 6.11, 6.14 and 10.1. This should be changed to “Archaeological Resources”. • Tables 6.7, 6.11, and 6.14 also have a row titled “Cultural Heritage Resources”. Since this term is inclusive of archaeological resources, which are addressed in a separate row, this row should be titled “Built Heritage Resources and Cultural Heritage Landscapes” (as the equivalent row is in Table 10.1). <p>Figure 4.4 and Tables 4.3 through 4.21 name “Potential Effects on Cultural/Built Heritage” as one of the evaluation criteria, and the corresponding rows refer to “cultural/built heritage features”; these should be changed to “built heritage resources and cultural heritage landscapes”.</p>	June 25, 2020	Noted. In all relevant chapters of the EPR, revisions were made to address this comment. Through Chapter 3 Existing Conditions, Chapter 4 Identification and Evaluation Process, and Chapter 6 Mitigation of the EPR and Appendix G, Built Heritage Resources and Cultural Heritage Landscapes Reports, the following revisions have been made: “Archaeological Features” replaced by “Archaeological Resources” “Cultural Heritage Resources” replaced by “Built Heritage Resources and Cultural Heritage Landscapes” “Cultural/Built Heritage” replaced by “Built Heritage Resources and Cultural Heritage Landscapes”.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MHS-2	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	3.2.4 Built Heritage and Cultural Heritage Landscapes Page 3-111	<p>While this information is technically correct, reviewing existing heritage inventories is only one aspect of the technical study completed by ASI to develop the list of properties in Table 3.15. The purpose of ASI's study was to identify all known and potential built heritage resources and cultural heritage landscapes in the study area (identification of existing baseline conditions of the cultural heritage component of the environment). Furthermore, the purpose of the study was also to identify preliminary potential project -specific impacts and propose measures to avoid or mitigate potential negative impacts.</p> <p>We suggest revising this section remove the "Review of Existing Heritage Inventories" subheading to Existing Conditions and the list of specific sources consulted and providing a more general description of the study undertaken, referencing the study itself (Appendix G). We offer the following suggested text for the body of the subsection:</p> <p>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment report was undertaken on [date] by [heritage consultant] to identify known and potential built heritage resources and cultural heritage landscapes within or adjacent to the study area. The study included background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. Based on the results of the background research and field review, thirty-one built heritage resources and cultural heritage landscapes were identified within and/or adjacent to the overall Highway 407 – West of Brant Street to West of Hurontario Street study area, and summarized in Table 3.15. Cultural Heritage Evaluation Reports were recommended for the [#] properties that could be directly impacted. All CHERs were undertaken on [date] by [heritage consultant]. The Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment and CHERs are included in Appendix G.</p>	June 25, 2020	<p>Noted. Chapter 3 of the EPR has been revised to address this comment.</p> <p>Chapter 3 Existing Conditions, Section 3.2.4 has been revised to read: "A Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment (June 2020) was prepared by ASI to identify known and potential built heritage resources and cultural heritage landscapes within or adjacent to the study area. The study included background historical research and a review of secondary source material, including historical mapping and revealed a study area with a rural land use history dating to the early nineteenth century. Based on the results of the background research and field review, thirty-one built heritage resources and cultural heritage landscapes were identified within and/or adjacent to the overall 407 Transitway – West of Brant Street to West of Hurontario Street study area and summarized in Table 3.15.</p> <p>Cultural Heritage Evaluation Reports (CHERs) were prepared for the 12 properties (CHR 8, 11, 13, 14, 19, 20, 21, 22, 24, 29, 30, 31) that could be directly impacted. Heritage Impact Assessments (HIAs) were prepared for seven properties (CHR 13, 22, 23, 24, 29, 30, 31). All CHERs and HIAs were undertaken in March – June 2020. The Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment, CHERs and HIAs are included in Appendix G".</p>
MHS-3	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 3.15 Summary of Potential Cultural Heritage Resources Within/Adjacent to the Study Area Page 3-112	In keeping with the previous comments, the title of this table should be revised to "SUMMARY OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES and CULTURAL HERITAGE LANDSCAPES RESOURCES WITHIN/ADJACENT TO THE STUDY AREA".	June 25, 2020	Noted. Chapter 3 of the EPR has been revised to address this comment. Chapter 3 Existing Conditions, Table 3.15, title has been revised to read: "TABLE 3.3: SUMMARY OF KNOWN AND POTENTIAL BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES WITHIN/ADJACENT TO THE STUDY AREA".
MHS-4	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	3.2.5 Archaeological Features Page 3-113	<p>The title of this section should be revised to "Archaeological Resources", as per comment above (row 1). Similarly, to our comment on Section 3.2.4, while technically correct, including a list of previously registered archaeological sites is only one aspect and screening criteria of determining areas of archeological potential. The existing conditions that need to be reported in the draft EPR are the results of the overall archeological assessment, including lands previously assessed, disturbed, or retaining archaeological potential. The pertinent information for the TPAP is typically found in the Executive Summary of the archeological assessment report and the corresponding maps.</p> <p>We suggest deleting the text of section 3.2.5 (except for the last paragraph) and replacing it with the following: A Stage 1 archaeological assessment was undertaken for this TPAP on [date] by [consultant archaeologist]. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MHSTCI to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary. The results of the Stage 1 archeological assessment are graphically presented in the maps in Figures 18 to 36 of the report in Appendix O. The report was entered into the Ontario Public Register of Archaeological Reports on [date].</p> <p>[Then include the outcomes and recommendations of the report, as in Executive Summary] The Stage 1 archaeological assessment made the following recommendations:</p> <ol style="list-style-type: none"> The Study Area within the Final Preferred Design exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any construction activities; Parts of the Additional Assessed Areas exhibit archaeological potential, and will require Stage 2 survey, if impacted, prior to any proposed development; 	June 25, 2020	<p>Noted. Chapter 3 of the EPR has been revised to address this comment. Chapter 3 Existing Conditions, Section 3.2.5 has been revised to read: "3.2.5 Archaeological Resources</p> <p>A Stage 1 Archaeological Assessment was undertaken for this TPAP. A Stage 1 Archaeological Assessment consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary. The results of the Stage 1 archeological assessment are graphically presented in the maps in Figures 18 to 36 of the report in Appendix O. The report was entered into the Ontario Public Register of Archaeological Reports on April 24, 2020.</p> <p>The Stage 1 Archaeological Assessment made the following recommendations:</p> <ol style="list-style-type: none"> The Study Area within the Final Preferred Design exhibits archaeological potential. These lands require Stage 2 Archaeological Assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any construction activities; Parts of the Additional Assessed Areas exhibit archaeological potential, and will require Stage 2 survey, if impacted, prior to any proposed development;

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<ol style="list-style-type: none"> 3. AiGw-97, AiGw-165, AjGw-32, AjGw-33, and AjGw-43 are within the Study Area and is considered to retain further CHVI. The sites are recommended for Stage 2 survey to relocate them, due to the passage of time and paucity of mapping from when they were first identified. 4. Parts of the Final Preferred Design and Additional Assessed Areas have been previously assessed and determined not to be cleared of further archaeological concern; 5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and, 6. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands. <p>Section 6.1.1. (Studies Prepared in Support of the 407 Transitway, page 6-4) also indicates that a Stage 2 AA was undertaken. So similar wording should be inserted respecting the Stage 2 archaeological assessment report in the final EPR</p>		<ol style="list-style-type: none"> 3. AiGw-97, AiGw-165, AjGw-32, AjGw-33, and AjGw-43 are within the Study Area and is considered to retain further CHVI. The sites are recommended for Stage 2 survey to relocate them, due to the passage of time and paucity of mapping from when they were first identified; 4. Parts of the Final Preferred Design and Additional Assessed Areas have been previously assessed and determined not to be cleared of further archaeological concern; 5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and 6. Should the proposed work extend beyond the current Study Area, further Stage 1 Archaeological Assessment should be conducted to determine the archaeological potential of the surrounding lands. <p>As part of the TPAP, a Stage 2 Archaeological Assessment, including test pit and pedestrian surveys, was conducted by ASI on lands retaining archaeological potential that may be disturbed by the proposed Transitway construction lying within 300 m of watercourses/waterbodies (where permission to enter was secured) to identify any sites/lands requiring further assessment. All remaining Stage 2 Archaeological Assessment and any required Stage 3 and Stage 4 archaeological assessment work will be completed as early as possible, and prior to the completion of Detail Design”.</p>
MHS-5	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	3.2.5 Archaeological Features Page 3-114	The last paragraph states that stages of archaeological assessment not completed during the TPAP will be completed prior to construction. We recommend further stages of archaeological assessment be completed as early as possible, and prior to the completion of detail design. Please revise this accordingly.	June 25, 2020	Noted. Please refer to Response MHS-4. Please refer to last paragraph of Proposed Changes to the EPR in MHS-4.
MHS-6	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Figure 4.4, Step 2 Station Sites and Alignment Alternatives Evaluation and Criteria, and Tables 4.3 through 4.21, all segments Pages 4-9 and 4-11 – 4-64	“Known Presence of Archaeological Potential” is named as an evaluation criterion, but the information provided in the corresponding rows of the tables is registered archaeological sites. We suggest replacing “Potential” with “Resources” or “Sites” to better reflect the content of the data. If significant amounts of land with archaeological potential are unable to be surveyed through the Stage 2 archaeological assessment in time for the final EPR, it may be appropriate for “areas of archaeological potential” to be another indicator.	June 25, 2020	Noted. Chapter 4 of the EPR has been revised following MHSTCI comment. In Figure 4.4 Step 2 and Station Sites and Alignment Alternatives Evaluation Criteria Tables of Chapter 4 Identification and Evaluation Process. “Known Presence of Archaeological Potential” has been revised to read: “Presence of Archaeological Resources”
MHS-7	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	6.1.1 Studies Prepared in Support of 407 Transitway Cultural Heritage Reports – page 6-4	See attached comments on the CHRA, including the title of report, purpose, and question about provisional HIA. Therefore, MHSTCI recommends that the entry be revised to (see also comment above – row 2): A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Resource Assessment (CHRA) was carried out on [date] by [heritage consultant] to identify known and potential built heritage resources and cultural heritage landscapes located within and adjacent to the study area, and to determine any impacts to these resources identify preliminary potential project-specific impacts and propose measures to avoid or mitigate potential negative impacts. The study area has a rural land use history dating back to the early nineteenth century. The identified built heritage resources and cultural heritage landscapes cultural heritage resources are historically and contextually associated with late-nineteenth century and early twentieth century land use patterns in the former Townships of Trafalgar and Toronto. Thirty-one built cultural heritage resources and cultural heritage landscapes were identified within/adjacent to the study area, 17 of which face potential impacts, including seven farmscapes (CHR 13, 14, 20, 22, 26, 29, 30), five remnant farmscapes (CHR 11, 19, 25, 27,28), one residence (CHR 8), one former residence (CHR 31), one church and cemetery (CHR 24); one	June 25, 2020	Chapter 6 of the EPR as been revised to address this comment. Please note that CHERs for CHR 8, 11, 13, 14, 19, 20, 21, 22, 24, 29, 30, 31 properties and HIAs for CHR 13, 22, 23, 24, 29, 30, 31 are being prepared. These CHERs and HIAs will be included as part of Appendix G along with the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Report. City of Mississauga has confirmed in March 2020 that CHR 25, 26, 27, 28 identified in the Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment were removed from the Heritage Register, thus CHERs are no longer required for these CHRs. Provisional HIAs were referred to the potential recommendation for HIAs by the

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<p>heritage conservation district (CHR 23) and one stable (CHR 21). Cultural Heritage Evaluations (CHERs) were recommended for # properties that could be directly impacted. All CHERs were undertaken on [date] by [heritage consultant]. The Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment and CHERs are included in Appendix G. and provisional Heritage Impact Assessments (HIAs) are being conducted for each of the resources and the results will be presented in the FINAL version of this report. The results of the HIA for CHR 23 will be presented in the FINAL version of this report.</p> <p>MHSTCI concurs that the CHERs and results will be presented in the final version of this report, however MHSTCI may have some additional advice once we have a better understanding of the purposes of the provisional HIA. MHSTCI also recommends that archaeological assessments reports be merged and be included under technical cultural heritage studies.</p> <p>The “Stage 1 and Stage 2 Archaeological Assessment” bullet notes that stages of archaeological assessment not completed during the TPAP will be completed prior to construction. We recommend further stages of archaeological assessment be completed as early as possible, and prior to the completion of detail design. We offer the following suggestion:</p> <p>Archaeological Assessments: A Stage 1 Archaeological Assessment was carried out as part of the TPAP in accordance with the Ontario Heritage Act (2005) and the Standards and Guidelines for Consulting Archaeologists (2011) (S & G) to identify lands retaining archaeological potential as well as previously registered archaeological sites. As part of the TPAP, a Stage 2 Archaeological Assessment, including test pit and pedestrian surveys, was conducted by a licensed archaeologist on lands retaining archaeological potential that may be disturbed by the proposed Transitway construction lying within 300 m of watercourses/waterbodies (where permission to enter was secured) to identify any sites/lands requiring further assessment. The Stage 1 Archaeological Assessment (PIF x) and Stage 2 (PIF x) have been entered into the Ontario Public Register of Archaeological Report (?). All remaining Stage 2 work and any required Stage 3 and Stage 4 archaeological assessment work will be completed as early as possible, and prior to the completion of detail design prior to construction.</p>		<p>CHERs.</p> <p>Chapter 6 Mitigation, Section 6.1.1 was revised to replace the “Cultural Heritage Reports” portion to read: “Cultural Heritage Reports: A Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment (June 2020) was carried out by ASI to identify known and potential built heritage resources and cultural heritage landscapes located within and adjacent to the study area, and to determine any impacts to these resources identify preliminary potential project-specific impacts and propose measures to avoid or mitigate potential negative impacts. The study area has a rural land use history dating back to the early nineteenth century. The identified built heritage resources and cultural heritage landscapes cultural heritage resources are historically and contextually associated with late-nineteenth century and early twentieth century land use patterns in the former Townships of Trafalgar and Toronto. Thirty-one built cultural heritage resources and cultural heritage landscapes were identified within/adjacent to the study area, 17 of which face potential impacts, including seven farmscapes (CHR 13, 14, 20, 22, 26, 29, 30), five remnant farmscapes (CHR 11, 19, 25, 27,28), one residence (CHR 8), one former residence (CHR 31), one church and cemetery (CHR 24); one heritage conservation district (CHR 23) and one stable (CHR 21). Later in March 2020, City of Mississauga Heritage Planning staff has confirmed that CHRs 25, 26, 27, 28 were removed from the City’s Heritage Register. Cultural Heritage Evaluations (CHERs) were recommended for 12 properties (CHR 8, 11, 13, 14, 19, 20, 21, 22, 24, 29, 30, 31) that could be directly impacted and Heritage Impact Assessments (HIAs) were recommended for CHR 13, 22, 23, 24, 29, 30, 31). All CHERs and HIAs were undertaken in March - June 2020 by ASI. The Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment, CHERs and HIAs are included in Appendix G.”</p> <p>Chapter 6 Mitigation, Section 6.1.1 was revised to replace the “Archaeological Assessments” portion to read: “Archaeological Assessments: A Stage 1 Archaeological Assessment was carried out as part of the TPAP in accordance with the Ontario Heritage Act (2005) and the Standards and Guidelines for Consulting Archaeologists (2011) (S & G) to identify lands retaining archaeological potential as well as previously registered archaeological sites. As part of the TPAP, a Stage 2 Archaeological Assessment, including test pit and pedestrian surveys, was conducted by a licensed archaeologist on lands retaining archaeological potential that may be disturbed by the proposed Transitway construction lying within 300 m of watercourses/waterbodies (where permission to enter was secured) to identify any sites/lands requiring further assessment. The Stage 1 Archaeological Assessment (PIF P380-0055-1-2019) and Stage 2 (PIF x) have been entered into the Ontario Public Register of Archaeological Report. All remaining Stage 2 work and any required Stage 3 and Stage 4 archaeological assessment work will be completed as early as possible, and prior to the completion of detail design.”</p>
MHS-8	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	6.2.2 Socio-Economic and Cultural Environment Built Heritage Resources and	<p>It is unclear why the cultural environment has been merged into the socio-economic environment for purposes of this section, contrary to the format of earlier parts of the EPR. See also comments above (row 7). The whole section on Built Heritage Resources and Cultural Heritage Landscapes should be revised to be consistent with MHSTCI comments above (rows 2 and 7). It may be helpful if the information on the 17 individual built heritage resources and cultural heritage landscapes on pages 6-56 and 6-57 were presented in tabular form,</p>	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment. Please note that the cultural environment was integrated with the Socio-Economic environment in Chapter 3 of the EPR.</p> <p>Chapter 6 Mitigation, 6.2.2 Socio-Economic and Cultural Environment, Built Heritage</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
			Cultural Heritage Landscapes Page 6-55 to 6-57.	with fields for CHR reference number, address, heritage recognition type, type and description of potential impact, and mitigation recommendation. See also additional comments on the CHRA.		<p>Resources and Cultural Heritage Landscapes was revised to read: "A Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment (June 2020) was carried out by ASI to identify known and potential built heritage resources and cultural heritage landscapes located within and adjacent to the study area, identify preliminary potential project-specific impacts and propose measures to avoid or mitigate potential negative impacts. The study area has a rural land use history dating back to the early nineteenth century. The identified built heritage resources and cultural heritage landscapes are historically and contextually associated with late-nineteenth century and early twentieth century land use patterns in the former Townships of Trafalgar and Toronto. Thirty-one built cultural heritage resources and cultural heritage landscapes were identified within/adjacent to the study area, 17 of which face potential impacts, including seven farmscapes (CHR 13, 14, 20, 22, 26, 29, 30), five remnant farmscapes (CHR 11, 19, 25, 27,28), one residence (CHR 8), one former residence (CHR 31), one church and cemetery (CHR 24); one heritage conservation district (CHR 23) and one stable (CHR 21).</p> <p>To assess the potential impacts of the 407 Transitway on built heritage resources and cultural heritage landscapes, the identified built heritage resources and cultural heritage landscapes were considered against a range of possible impacts as outlined in the document entitled Information Bulletin 3 – Heritage Impact Assessments for Provincial Heritage Properties 2017).</p> <p>A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> • removal or demolition of all or part of any heritage attribute • removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) • any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources • alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs • alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security • introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features • change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest • continuation or intensification of a use of the property without conservation of heritage attributes.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<p>An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> • shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden • isolation of a heritage attribute from its surrounding environment, context or a significant relationship • vibration damage to a structure due to construction or activities on or adjacent to the property • alteration or obstruction of a significant view of or from the property from a key vantage point. <p>Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> • changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada • adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest • public interpretation or commemoration of the heritage property. <p>Thirteen built cultural heritage resources and cultural heritage landscapes (CHR 8, 11, 13, 14, 19, 20, 21, 22, 23, 25, 28, 30,31) will face direct impacts, which include property acquisition, tree/vegetation removal, and/or structure demolition. Cultural Heritage Evaluations (CHERS) were recommended for 12 properties (CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, 31) and a Heritage Impact Assessment (HIA) was recommended for CHR 23. The results of the CHERS presented that seven properties required Heritage Impact Assessment (CHR 13, 22, 23, 24, 29, 30, 31).</p> <p>All CHERS and HIAs were undertaken in March - June 2020 by ASI. The Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment, CHERS and HIAs are included in Appendix G".</p> <p>Table titled Summary of Potential Impacts to Built Heritage Resources and Cultural Heritage Landscapes has been inserted. This table is the same as Table 3 of the Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment, which has been revised as per Comment MHS-20 below.</p> <p>Please note that CHERS for CHR 8, 11, 13, 14, 19, 20, 21, 22, 24, 29, 30, 31 properties and HIA for CHR 13, 22, 23, 24, 29, 30, 31 are being prepared. These CHERS and HIAs will be included as part of Appendix G along with the CHRA.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MHS-9	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	6.2.2 Socio-Economic and Cultural Environment Archaeological Features Page 6-57	The second paragraph under the Archaeological Features (to be renamed Archaeological Resources) subheading includes various screening criteria of the archeological assessment but does not provide the overall results. Please see our comment above (row #4) the pertinent information for that needs to be included in EPR is found in the Executive Summary of the archaeological assessment report and the corresponding maps.	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment. Please note that a summary of the Stage 2 AA conclusion and recommendation will also be included in similar manner as the Stage 1 AA in the final EPR. Stage 2 AA is ongoing at this moment.</p> <p>Chapter 6 Mitigation, Socio-Economic and Cultural Environment, Archaeological Features was revised to read: Archaeological Resources</p> <p>The Stage 1 archaeological assessment made the following recommendations: 1. The Study Area within the Final Preferred Design exhibits archaeological potential. These lands require Stage 2 Archaeological Assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any construction activities; 2. Parts of the Additional Assessed Areas exhibit archaeological potential, and will require Stage 2 survey, if impacted, prior to any proposed development; 3. AiGw-97, AiGw-165, AjGw-32, AjGw-33, and AjGw-43 are within the Study Area and is considered to retain further CHVI. The sites are recommended for Stage 2 survey to relocate them, due to the passage of time and paucity of mapping from when they were first identified; 4. Parts of the Final Preferred Design and Additional Assessed Areas have been previously assessed and determined not to be cleared of further archaeological concern; 5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and 6. Should the proposed work extend beyond the current Study Area, further Stage 1 Archaeological Assessment should be conducted to determine the archaeological potential of the surrounding lands.</p> <p>As part of the TPAP, a Stage 2 Archaeological Assessment, including test pit and pedestrian surveys, was conducted by ASI on lands retaining archaeological potential that may be disturbed by the proposed Transitway construction lying within 300 m of watercourses/waterbodies (where permission to enter was secured) to identify any sites/lands requiring further assessment. All remaining Stage 2 work and any required Stage 3 and Stage 4 archaeological assessment work will be completed as early as possible, and prior to the completion of Detail Design.</p> <p>A summary of Stage 2 AA will be presented in the final EPR once completed. Stage 2 AA is still ongoing.</p>
MHS-10	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 6.7: Footprint Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment Page 6-58 – 6-61	It is not clear why the first and the last column of Table 6.7 are both titled "Environmental Value/Criterion". Please review and edit, as necessary.	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment.</p> <p>Chapter 6 Mitigation, Table 6.7, last column was revised to read "Commitments to Future Work and Monitoring".</p>
MHS-11	MHSTCI, Heritage Planning Unit,	May 7, 2020	Table 6.7: Footprint Impacts: Potential Impacts, Mitigation	Cultural heritage resources include archaeological resources, built heritage resources and cultural heritage landscapes – see also comment above (row 1). Therefore, the value/criterion should be revised to "built heritage resources and cultural heritage landscapes", as archaeological resources are captured in the row below.	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment.</p> <p>Chapter 6 Mitigation, Table 6.7, under the Environmental Value/Criterion column, "Cultural Heritage Resources" was changed to read:</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Dan Minkin		and Monitoring for Socio-Economic and Cultural Environment Environmental Value/Criterion: Cultural Heritage Resources Page 6-60 to 6-61	The Environmental Issues/Concerns should be revised to include the following (bold) consistent with MTO's Environmental Guide: Displacement/demolition of built cultural heritage resources and/or cultural heritage landscapes by removal and/or demolition and/or disruption by isolation or alteration of their settings. Disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the built heritage resources and/or cultural heritage landscapes. The Potential Impacts column will need to be revised based on the comments on the CHRA and comments above (row 8). The Proposed Mitigation Measures field, as noted in the placeholder in the Cultural Heritage Resources row, will need to be populated in the Archaeological Features row with the recommendations from the Stage 2 archaeological assessment report when it is completed. Not clear what they need to do here.		"Built Heritage Resources and Cultural Heritage Landscapes" Chapter 6 Mitigation, Table 6.7, under the Environmental Issues/Concerns column, revisions were made to read: "Displacement of built heritage resources and/or cultural heritage landscapes by removal and/or demolition, and/or disruption by isolation." Disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the built heritage resources and/or cultural heritage landscapes." Chapter 6 Mitigation, Table 6.7, under the Potential Impacts column, revisions were made to read: "Seventeen built cultural heritage resources and cultural heritage landscapes face potential impacts, including seven farmscapes (CHR 13, 14, 20, 22, 26, 29, 30), five remnant farmscapes (CHR 11, 19, 25, 27,28), one residence (CHR 8), one former residence (CHR 31), one church and cemetery (CHR 24); one heritage conservation district (CHR 23) and one stable (CHR 21). Out of the 17, 12 will face direct impacts, which include property acquisition, tree/vegetation removal, and/or structure demolition. The 13 cultural heritage resources are CHR 8, 11, 13, 14, 19,-22, 25, 28, 30-31. Cultural Heritage Evaluations (CHERs) were prepared for 12 properties (CHR 8, 11, 13, 14, 19, 20, 21, 22, 24, 29, 30, 31) that could be directly impacted and Heritage Impact Assessments (HIAs) were prepared for CHR 13, 22, 23, 24, 29, 30, 31. Chapter 6 Mitigation, Table 6.7, Proposed Mitigation Measures was updated for the "Built Heritage Resources and Cultural Heritage Landscapes" and "Archaeological Resources" rows. Chapter 6 Mitigation, Table 6.7, Proposed Mitigation Measures for Built Heritage Resources and Cultural Heritage Landscapes will be updated as per the CHERs and HIAs once completed. Proposed Mitigation Measures for Archaeological Resources text will be revised to present the recommendation from the Stage 2 Archaeological Assessment report once completed.
MHS-12	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 6.7: Footprint Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment Environmental Value/Criterion: Archaeological Features Page 6-61	The Environmental Value/Criterion should be revised to "archaeological resources ". The Environmental Issues/Concerns should be revised to include the following (bold) consistent with MTO's Environmental Guide: Potential loss/displacement Disturbance or destruction of archaeological resources within the study area. The potential impact column needs to be revised to align with the comments above (row 9). As noted above (row 5) with respect to Sections 3.2.5 and 6.1.1), the reference to remaining archaeological work in the rightmost column on the Archaeological Features row should say that it will be completed as early as possible, and prior to the completion of detailed design. It is also not clear why this field refers to "Stage 2 assessment for all land located beyond 300 m of watercourses/waterbodies and for any areas not surveyed as part of this assessment". MHSTCI recommends that a new Environmental Value/Criterion be included: Cemeteries as there may be additional requirements under the Funeral, Burial and Cremation Services Act.	June 25, 2020	Chapter 6 Mitigation, Table 6.7, under the Environmental Value/Criterion column, "Archaeological Features" was changed to "Archaeological Resources" Chapter 6 Mitigation, Table 6.7, under "Environmental Issues/Concerns" was revised to read: "Disturbance or destruction of archaeological resources" Chapter 6 Mitigation, Table 6.7, under "Potential Impact" will be updated to present the results of Stage 2 once completed in the final EPR. Stage 2 AA is ongoing. Chapter 6 Mitigation, Table 6.7, under "Commitment to Future Work and Monitoring" was revised to read:

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<p>"Any Stage 2 work required for land retaining archaeological potential not completed during the TPAP will be completed as early as possible, and prior to the completion of Detail Design."</p> <p>Chapter 6 Mitigation, Table 6.7, under the Environmental Value/Criterion column, "Archaeological Features", "Cemetery" was added as sub-criterion and column "Potential Impacts" the following text was added to read: "One cemetery associated with St. Peter's Mission Church (6056 Ninth Line, also CHR 24) is located approximately 25 m east of the transitway runningway. No cemeteries will be directly impacted by the footprint of the Transitway. There are no previously registered burial sites located within 1 km of the study limits."</p>
MHS-13	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	6.3.2 Socio-Economic and Cultural Environment Built Heritage and Cultural Heritage Landscapes Page 6-78 and 6-79	See comments above regarding terminology (row 1). Therefore, the title should be revised to "Built Heritage Resources and Cultural Heritage Landscapes". Cultural heritage resources should be revised to "built heritage resources and cultural heritage landscapes".	June 25, 2020	<p>Noted. Revisions were made as per comment.</p> <p>Chapter 6 Mitigation, Section 6.3.2 was revised to replace "Built Heritage Cultural Heritage Landscapes" to "Built Heritage Resources and Cultural Heritage Landscapes". Text "cultural heritage resources" was replaced by "built heritage resources and cultural heritage landscapes".</p>
MHS-14	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	6.3.2 Socio-Economic and Cultural Environment Archaeological Features Page 6-79	See comments above regarding terminology (row 1). Therefore, the title should be revised to 'Archaeological Resources Features'. Please revise the first paragraph to align with row 12 above.	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment.</p> <p>Chapter 6 Mitigation, Section 6.3.2 was revised to replace "Archaeological Features" to "Archaeological Resources" to be consistent throughout the report as per comment MHS-1 above. Also, first paragraph was revised to read: "As noted in Section 6.2.2, any Stage 2 work required for land retaining archaeological potential (that will be impacted by the proposed Transitway construction) not completed during the TPAP will be completed by a licensed archaeologist as early as possible, and prior to the completion of Detail Design."</p>
MHS-15	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 6.11: Construction Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment Environmental Value/Criterion: Cultural Heritage Resources Page 6-81	<p>Similar comments made on Table 6-7 (row 11). Cultural heritage resources include archaeological resources, built heritage resources and cultural heritage landscapes – see also comment above (row 1). Therefore, the value/criterion should be revised to "built heritage resources and cultural heritage landscapes", as archaeological resources are captured in the row below.</p> <p>The Environmental Issues/Concerns should be revised to include the following (bold) consistent with MTO's Environmental Guide: Displacement/demolition of built cultural heritage resources and/or cultural heritage landscapes by removal and/or demolition and/or disruption by isolation or alteration of their settings. Disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the built heritage resources and/or cultural heritage landscapes.</p> <p>The potential impact column will need to be revised based on the comments on the CHRA and comments above (row 8).</p> <p>The column "Environmental Impact and Proposed Mitigation Measures and Significance of any Potential Residual Effects" will need to be revised based on the revised CHRA and CHERs. Furthermore, mitigation measures are described in advisory language ("should"), which is appropriate for recommendations in supporting documents, but not for commitments/mitigation measures in the main report. For greater certainty, and consistency with other rows in the table, mitigation measures should be phrased with "will" language.</p>	June 25, 2020	<p>Noted. Chapter 6 of the EPR has been revised to address this comment.</p> <p>The following revisions were made to Chapter 6 Mitigation, Table 6.11, "Environmental Value/Criterion": "Archaeological Features" replaced by "Archaeological Resources" "Cultural Heritage Resources" replaced by "Built Heritage Resources and Cultural Heritage Landscapes" "Cultural/Built Heritage" replaced by "Built Heritage Resources and Cultural Heritage Landscapes"</p> <p>Chapter 6 Mitigation, Table 6.11, "Environmental Issues/Concerns" was also revised to read: "Displacement of built heritage resources and/or cultural heritage landscapes by removal and/or demolition and/or disruption by isolation"</p> <p>Disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the built heritage resources and/or cultural heritage landscapes."</p> <p>Chapter 6 Mitigation, Table 6.11, Potential Impacts for Built Heritage Resources and Cultural Heritage Landscapes will be updated as per the CHERs and HIAs once completed.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						Chapter 6 Mitigation, Table 6.7, Proposed Mitigation Measures for Built Heritage Resources and Cultural Heritage Landscapes will be updated as per the CHERs and HIAs once completed. Chapter 6 Mitigation, Table 6.7, Commitments to Future Work and Monitoring for Built Heritage Resources and Cultural Heritage Landscapes is being revised to replace "should" by "will".
MHS-16	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 6.11: Construction Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment Environmental Value/Criterion: Archaeological Features Page 6-81	Similar comments made on Table 6-7 (row 12). The Environmental Value/Criterion should be revised to "archaeological resources ". The Environmental Issues/Concerns should be revised to include the following (bold) consistent with MTO's Environmental Guide: Potential loss/displacement Disturbance or destruction of archaeological resources within the study area. The potential impact column needs to be revised to align with the comments above (row 9) and to reflect the findings of the Stage 2 archaeological assessment once completed. It should also include the commitment to undertake further archaeological assessment as early as possible and prior to completion of detailed design. MHSTCI recommends that Cemeteries be added as a new Environmental Value/Criterion be included as there may be additional requirements under the <i>Funeral, Burial and Cremation Services Act</i> .	June 25, 2020	Noted. Chapter 6 of the EPR has been revised to address this comment. Chapter 6 Mitigation, Table 6.11, "Environmental Value/Criterion" was revised to replace: "Archaeological Features" by "Archaeological Resources" Chapter 6 Mitigation, Table 6.11, "Environmental Issues/Concerns" was revised to read: "Disturbance or destruction of archaeological resources" Chapter 6 Mitigation, Table 6.11, Potential Impacts column will be updated with the results of the Stage 2 archaeological assessment once completed. Chapter 6 Mitigation, Table 6.11, under "Commitment to Future Work and Monitoring" column was revised to read: "Any Stage 2 work required for land retaining archaeological potential not completed during the TPAP will be completed as early as possible, and prior to the completion of Detail Design." Chapter 6 Mitigation, Table 6.11, under the Environmental Value/Criterion column, "Archaeological Features", "Cemetery" was added as sub-criterion and column "Potential Impacts" the following text was added to read: "One cemetery associated with St. Peter's Mission Church (6056 Ninth Line, also CHR 24) is located approximately 25 m east of the transitway runningway. No cemeteries will be directly impacted by the footprint of the Transitway. There are no previously registered burial sites located within 1 km of the study limits." Mitigation measures for potential findings of undocumented archaeological resources is already included in this table.
MHS-17	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 6.14: Operations and Maintenance Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment Page 6-88	The rows for cultural heritage resources and archaeological features need to be revised as per comments above on Tables 6-7 and 6-11 (rows 11, 12, 15 and 16). Although it is not anticipated that operations and maintenance will impact on cultural heritage resources, for archaeological resources, it should include information should resources are discovered under the column "Proposed Mitigation Measures and Significance of Any Potential Residual Effects". See also Section 6.3.2.	June 25, 2020	Noted. Chapter 6 of the EPR has been revised to address this comment. The following revisions were made to Chapter 6 Mitigation, Table 6.11, "Environmental Value/Criterion": "Archaeological Features" replaced by "Archaeological Resources" "Cultural Heritage Resources" replaced by "Built Heritage Resources and Cultural Heritage Landscapes" "Cultural/Built Heritage" replaced by "Built Heritage Resources and Cultural Heritage Landscapes" Chapter 6 Mitigation, Table 6.14, "Proposed Mitigation Measures and Built-In Positive Attributes and/or Mitigations and Significance of any Potential Residual Effects"

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<p>revised to add text: "Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site/all activities impacting these resources immediately, notify MHSTCI, and engage a licensed consultant archaeologist to carry out archaeological fieldwork/an archaeological assessment, in compliance with sec. 48 (1) of the <i>Ontario Heritage Act</i> and the Standards and Guidelines for Consultant Archaeologists.</p> <p>The <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> requires that any person discovering human remains must notify the police or coroner.</p> <p>Should a cemetery be discovered, appropriate mitigation measures will be discussed with the Municipalities and corresponding authorities and implemented to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services."</p>
MHS-18	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	7.1.2 Construction Archaeological Assessment and Monitoring Page 7-2	The Archaeological Assessment and Monitoring paragraph should be revised in accordance with our advice above (row 5) including that outstanding archaeological work should be completed as early as possible, and prior to the completion of detail design. The recommendation for what to do during construction may need to be revised to align with the recommendations from the archaeological assessments.	June 25, 2020	<p>Noted. Section 7.1.2 under Archaeological Assessment and Monitoring, states that outstanding archaeological work will be completed "prior" to construction in opposed to "during" construction. A revision to the text has been made to clarify this.</p> <p>Regarding outstanding archaeological work, Section 7.1.2 in Chapter 7 Implementation under Archeological Assessment and Monitoring, text has been modified to read: "Any Stage 2 work not completed during the TPAP will be completed as early as possible during the Detail Design phase, prior to construction".</p>
MHS-19	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Table 10.1: Commitments Summary Page 10-6	Both the rows related to cultural heritage resources will need to be updated to reflect the recommendations of the CHERs, HIAs, and the Stage 2 archaeological assessment, when completed. Again, the reference to outstanding archaeological work should note that it will be completed as early as possible, and prior to the completion of detail design.	June 25, 2020	<p>Noted. Table 10.1 of Chapter 10 Commitments will be updated when CHERs, HIAs and Stage 2 Archaeology are completed.</p> <p>Table 10.1 of Chapter 10 Commitments to be revised when Cultural Heritage and Archeological work are completed.</p>
MHS-20	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix O – Stage 1 Archaeological Report	For the security of archaeological resources, the supplementary documents to archaeological assessment reports, which consist of figures and information disclosing the precise locations of registered archaeological sites, should not be published publicly, and as such should not be included in the appendix of the public version of the EPR. Only the Stage 1 archaeological assessment report (without the supplementary documentation report) and the MHSTCI letter indicating that the report has been entered into the Ontario Public Register of Archaeological Reports should be included.	June 25, 2020	<p>Noted. The Stage 1 AA supplementary document will not be included in the EPR.</p> <p>The Stage 1 AA supplementary document will not be included in the EPR. Only the Stage 1 AA report and the MHSTCI letter indicating that the report has been entered into the Ontario Public Register of Archaeological Reports are being included as part of Appendix O.</p>
MHS-21	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G Title	In keeping with MHSTCI general guidance on TPAP studies, the title of this document should be <i>Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</i> .	June 25, 2020	<p>Noted. Revision was made addressing this comment.</p> <p>Title of Appendix G has been revised to read: "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR)".</p>
MHS-22	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G whole report	As a general comment, this report should use "built heritage resources and cultural heritage landscapes", instead of the more general term "cultural heritage resources". The latter is an umbrella term which also includes archaeological resources, whereas this report addresses only "built heritage resources and cultural heritage landscapes". Please revise throughout the report.	June 25, 2020	<p>Noted. It is acknowledged that 'Cultural Heritage Resources' includes archaeological resources and so BHR and CHL are more appropriate descriptions in a report of this nature. However, resources were described with CHR #s in this report for simplicity and clarity due to the large number of properties in the inventory. Further, the CHERs that were recommended based on the results of this CHRA also used the CHR# label, and so revising these CHR#s to BHR# or CHL# will also require revisions to each of the CHERs that are currently in MTO/IO review.</p> <p>Appendix G was revised in:</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						Table 2. Inventory table - revised to include a column describing if a CHR is a BHR or CHL as appropriate. Section 8.0, Inventory of cultural heritage resources specifies whether a CHR is a BHR or CHL.
MHS-23	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G General	<p>The report requires an exact definition of the study area. While Section 3.4.2 describes the route of the study corridor, there should be a description of the extent of the footprint of the proposed undertaking and any buffer included in the study area, with rationale.</p> <p>The following example is from the Ministry of Transportation’s “Environmental Guide for Built Heritage and Cultural Heritage Landscapes” (section 4.1) and explains study areas for highway projects and may be informative for TPAP projects involving long corridors.</p> <p>4.1 Define Study Area and Study Zones</p> <p>The study area is defined in the Environmental Reference for Highway Design – Section 3.7: Built Heritage and Cultural Heritage Landscapes. In summary, it is defined as all lands to be affected adversely either through displacement and/or disruption by the proposed highway design and construction within the existing and proposed highway Right-of-Way (ROW) and the off-route zones adjacent or abutting the existing ROW. In practice, the Study Area has three zones:</p> <ol style="list-style-type: none"> 1. A Right of Way study zone comprises lands to be cleared and developed for the proposed highway right-of-way. Built heritage resources are displaced (through loss or removal). Cultural heritage landscapes are displaced (through loss) or disrupted through the introduction of new highway related resources. 2. A 25-metre study zone is located immediately beside the ROW and has potential for associated land clearance. The effects for built heritage resources are displacement (loss or removal), or disruption through isolation of built heritage resources retained adjacent to a new highway when visually set apart from the former setting and the introduction of physical, visual, audible or atmospheric elements not in keeping with the character or setting. The effects to cultural heritage landscapes are displacement (loss), or disruption through the isolation of cultural heritage landscapes retained adjacent to a new highway when visually set apart from the former settings and the introduction of physical, visual, audible or atmospheric elements not in keeping with the character or setting. 3. A 25 to 250-metre study zone further off the ROW comprising an area where land clearance is unlikely to occur, however, where impacts to built heritage resources and cultural heritage landscapes may be experienced. The effects for built heritage resources and cultural heritage landscapes is disruption through isolation when visually set apart from the former setting and the introduction of physical, visual, audible or atmospheric elements not in keeping the character or setting. 	June 25, 2020	<p>Text was added to describe the study area limits of the runningway alignment and included a rationale of why this buffer was determined to be acceptable.</p> <p>The following text was added to Appendix G, Section 3.4.2 to read: “The project consists of a 43km long interregional transitway facility planned to be ultimately constructed on a separate right-of-way along the Highway 407 ETR Corridor. The transitway consists of a 12 m runningway and 8 station on other associated facilities. Grading limits, based on a preliminary design of the facility, mostly vary from 20 to 40m in width (10m to 20m on either side of the alignment centre line). For purpose of the environmental assessment, a total width of 60m (30m on either side of the alignment centre line), were considered as a study area along the runningway, allowing for additional land that may be disturbed during construction in activities such as clearing and vegetation removal. For the stations and associated facilities, the assessed footprint included a 30m buffer, additional to the grading limits of the preliminary design. No direct impacts are anticipated to any areas outside of this study area buffer, however, indirect impacts including disruption through isolation, and the introduction of physical, visual, audible, or atmospheric elements not in keeping with the character or setting may occur. If the Detail Design phase of the project derives into limits exceeding the study area assessed in this TPAP, additional environmental investigations and assessment will be conducted.”</p>
MHS-24	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 2.1 Legislation and Policy Context	<p>In the 4th paragraph of the section, MHSTCI is referred to by its previous name, the Ministry of Tourism, Culture and Sport (MTCS). Please update this.</p> <p>MHSTCI recommends that more information on TPAP be included in this section and clarification around the legislative framework. MHSTCI offers the following wording: Although the Ontario Heritage Act is the main piece of legislation that determine policies, priorities and programs for the conservation of Ontario’s heritage, many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:</p> <ul style="list-style-type: none"> • Planning Act, which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement, issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources. • Environmental Assessment Act, which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions. <p>All Ontario government ministries and public bodies prescribed under Ontario regulation 157/10, which includes the Ministry of Transportation, are required to follow the Standards and Guidelines for Conservation of Provincial Heritage Properties, prepared under section 25.2 of the Ontario Heritage Act, when making any decisions</p>	June 25, 2020	<p>Appendix G of the EPR has been revised to address this comment. References to other policy documents were removed accordingly.</p> <p>4th paragraph of Appendix G, Section 2.1 has been revised to read: “Although the Ontario Heritage Act is the main piece of legislation that determine policies, priorities, and programs for the conservation of Ontario’s heritage, many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:</p> <ul style="list-style-type: none"> • Planning Act, which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement, issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources. • Environmental Assessment Act, which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<p>affecting cultural heritage resources on lands under their control. Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.” The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.</p> <p>The MECP’s Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O.Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement. Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:</p> <ul style="list-style-type: none"> • identify existing baseline environmental conditions; • identify project-specific location or alignment (including construction staging, land requirements); and, • identify expected environmental impacts and proposed measures to mitigate potential negative impacts. <p>Reference to the 1980 and 1992 MHSTCI guidance on EA should be deleted, including the definition of cultural heritage landscapes and cultural feature from those documents (page 4). The definitions of built heritage resource and cultural heritage landscapes is included on page 5 and is based on the Standards & Guidelines.</p>		<p>All Ontario government ministries and public bodies prescribed under Ontario regulation 157/10, which includes the Ministry of Transportation, are required to follow the Standards and Guidelines for Conservation of Provincial Heritage Properties, prepared under section 25.2 of the Ontario Heritage Act, when making any decisions affecting cultural heritage resources on lands under their control. Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.” The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.</p> <p>The MECP’s Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O.Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement. Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:</p> <ul style="list-style-type: none"> • identify existing baseline environmental conditions; • identify project-specific location or alignment (including construction staging, land requirements); and, • identify expected environmental impacts and proposed measures to mitigate potential negative impacts. <p>The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) has also published Standards and Guidelines for Conservation of Provincial Heritage Properties (MHSTCI 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive”</p>
MHS-25	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 2.3 Data Collection	<p>Please note that it is not appropriate to use Ontario regulations 9/06 and 10/06 as preliminary criteria (investigative criteria) without doing a detailed background research. The identification of existing baseline conditions will identify all known potential built heritage resource or cultural heritage landscapes in the study area, based on research, the MHSTCI screening <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i>, historical summary of the development of the area and professional judgement. Then, where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for cultural heritage value or interest (CHVI), completion of Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within the TPAP. Please revise this section accordingly.</p>	June 25, 2020	<p>Appendix G of the EPR has been revised to address this comment.</p> <p>Appendix G, Section 2.3 was revised removing preliminary evaluation criteria based on O.Reg 9/06 criteria and adding the following text: “The identification of existing baseline conditions will identify all known or potential built heritage resource or cultural heritage landscapes in the study area based on research, the MHSTCI screening <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i> (MHSTCI 2016), historical summary of the development of the area, and professional judgement. If a resource is determined to retain potential cultural heritage or interest (CHVI) based on research and an application of these screening criteria it will be identified as a built heritage resource or cultural heritage landscape and is subject to further research where appropriate and when feasible. Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for CHVI, completion of Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. Typically, detailed archival research, permission to enter lands</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						containing heritage resources, and consultation is required to determine the specific heritage significance of the identified built heritage resource or cultural heritage landscape. The CHER must be completed within the TPAP.”
MHS-26	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 3.4.1 Review of Existing Heritage Inventories	This section should also include the following resources, based on the MHSTCI Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: - municipal and OHT easements list of provincial heritage properties maintained by MHSTCI. At this time, MHSTCI is not aware of any provincial heritage properties within the study area.	June 25, 2020	Appendix G of the EPR has been edited to clarify this comment. Information on OHT consultation regarding OHT easements and MHSTCI Consultation regarding PHPs is addressed in this section in the last two bullets of this list on pg.34. 'List of OHT Easements' and 'List of PHPs maintained by MHSTCI' added to bulleted list as documents. Consultation info from these agencies included later as in original draft'. Appendix G, Section 3.4.1 has been revised adding the following bullets: <ul style="list-style-type: none"> List of Ontario Heritage Trust's Heritage Easements (OHT email communication 20 and 24 March 2020); List of Provincial Heritage Properties maintained by MHSTCI (MHSTCI email communication 20 March and 2 April 2020);
MHS-27	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 3.4.3 Identified Heritage Resources	MHSTCI recommends that this section be merged with Section 8 and be called Identification of Existing Conditions – Known and Potential Built Heritage Resources and Cultural Heritage Landscapes. This would avoid any mistakes and would include not only known (or previously recognized) but also potential. Section 8 table. The column description should be read as "Description of Known and Potential Cultural Heritage Value or Interest (CHVI). MHSTCI does not recommend that the CHVI be separated in values.	June 25, 2020	Appendix G of the EPR has been revised to clarify this comment. Table 2 in Section 3.4.3 includes known and potential BHRs and CHLs, including those identified during field review. Table 2 serves as a summary of resources and ASI feels that this summary is more appropriate to include in the main body of the text than the full inventory provided in Section 8.0. Text explaining this before the table in Section 3.4.3 outlines this. Revisions to Section 8.0 were made by changing name and including all potential CHVI values into one bulleted list. Appendix G, Section 3.4.3, Table 2, title was changed to read "Summary of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes". Appendix G, Section 8 title was changed to read "Identification of Existing Conditions – Known and Potential Built Heritage Resources and Cultural Heritage Landscapes" Appendix G, Section 8, Table 4, title was changed to read "Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes". Appendix G, Section 8, Table 4 was revised adding one column called "Description of Known and Potential Cultural Heritage Value or Interest (CHVI)". In this column, Property Description and Known Cultural Heritage Value or Interest and associated heritage attributes are being presented for each type of resource.
MHS-28	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 3.5 Screening for Potential Impacts	This section should be called "Preliminary Impact Assessment". Though the report later makes reference to direct and indirect impacts, this section does not explain the distinction between these. The section instead cites impact evaluation factors from a 1992 guidance document, which are not used in the assessment that follows in Section 3.5.1. As mentioned above, we recommend deleting information from the 1992 and 1980 guides. We offer the following text for the explanation of impact types in Section 3.5: A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to: <ul style="list-style-type: none"> removal or demolition of all or part of any heritage attribute 	June 25, 2020	Appendix G of the EPR has been revised to address the comment. Appendix G, Section 3.5, title was revised to read " <i>Preliminary Impact Assessment</i> " and the following text replaced the old text: "The potential impacts of the undertaking on identified built heritage resources and cultural heritage landscapes are considered against a range of possible impacts as outlined in the document entitled Ontario Heritage Tool Kit (MHSTCI 2006). Potential impacts to a built heritage resource or cultural heritage landscape are described and evaluated as direct, indirect, and/or positive impacts. A direct adverse impact would have a permanent and irreversible negative affect on

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<ul style="list-style-type: none"> • removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) • any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources • alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs • alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security • introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features • change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest • continuation or intensification of a use of the property without conservation of heritage attributes. <p>An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> • shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden • isolation of a heritage attribute from its surrounding environment, context or a significant relationship • vibration damage to a structure due to construction or activities on or adjacent to the property • alteration or obstruction of a significant view of or from the property from a key vantage point. <p>Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> • changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada • adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest • public interpretation or commemoration of the heritage property. 		<p>the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> • removal or demolition of all or part of any heritage attribute • removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) • any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources • alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs • alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security • introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features • change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest • continuation or intensification of a use of the property without conservation of heritage attributes. <p>An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> • shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden • isolation of a heritage attribute from its surrounding environment, context or a significant relationship • vibration damage to a structure due to construction or activities on or adjacent to the property • alteration or obstruction of a significant view of or from the property from a key vantage point. <p>Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> • changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada • adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<ul style="list-style-type: none"> • public interpretation or commemoration of the heritage property. Where any above-ground cultural heritage resources which may be affected by direct or indirect impacts are identified, appropriate mitigation measures should be developed. This may include completing a HIA or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary".
MHS-29	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G Table 3: Preferred Alternative – Potential Impacts to Cultural Heritage Resources	Table 3 title should be revised to "Preliminary Impact Assessment" and the format should be one for TPAP as advised by MHSTCI – see example below this table.	June 25, 2020	Appendix G of the EPR has been revised to address the comment. Appendix G, Table 3 title was revised to read: "Preliminary Impact Assessment" The Table has now the following columns: <ul style="list-style-type: none"> • CHR# and Type • Location • Heritage Recognition • Type and Description of Potential/Anticipated Impact • Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
MHS-30	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G Table 3; 4.0 Conclusions; 5.0 Recommendations	It is unclear what is meant by a "provisional" HIA. Please explain or reword. Please note that proponents that are subject to the Standards & Guidelines, such as MTO, should refer to <i>Information Bulletin 3 – Heritage Impact Assessments for Provincial Heritage Properties</i> .	June 25, 2020	Appendix G of the EPR has been revised to address the comment. Appendix G, Section 3.5.1 after Table 3, Section 4 and Section 5 were revised to delete references to "provisional HIA". Text was added to explain that where a property anticipated to be impacted is found to retain CHVI following completion of a CHER, completion of a HIA by a qualified person as early as possible will be required. Appendix G, Section 4 and Section 5 were revised to add the following text regarding Bulletin 3: "The HIAs will be completed according to the MHSTCI's Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties (MHSTCI 2017) as early in the Detailed Design phase as possible".
MHS-31	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 4.0 Conclusions	Section may need to be revised in order to align with Table 3. Please note that discussions around direct and indirect impacts – see comment above. It is not clear whether any built heritage resources or cultural heritage landscapes could be impacted by vibration damage due to construction or activities on or adjacent to the property and whether any significant view could be altered or obstructed. MHSTCI concurs that a CHER for the CHRs that may be directly impacted – that is, CHRs 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30 and 31 – be undertaken during TPAP as it is consistent with the TPAP and S&Gs. Once the CHERs are completed and CHVI and level of significance are confirmed or not, it will be necessary to review this report to include the updated information related to CHVI and preliminary impact assessment, including the proposed mitigation measures. Please note that under the Standards & Guidelines, MHSTCI Minister's consent is required for demolition or removal of any building or structures on a provincial heritage property of provincial significance (Provision F.5). For CHRs (include numbers) where the proposal is to demolish a building or structure, it is necessary to know whether these properties can be of provincial significance as soon as possible. Under a TPAP, Minister's consent is required before a notice of completion is issued.	June 25, 2020	Appendix G of the EPR has been revised to address the comment. Will comply with revisions as suggested by MHSTCI with the exception of updating the <i>Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment</i> with the results of the CHERs, due to timeframe restrictions, as discussed in the May 19, 2020 meeting. Appendix G, Section 3.5.1 was revised to include text the following text: "Where impacts to a potential built heritage resources or cultural heritage landscapes are identified, a resource-specific CHER should be conducted to evaluate CHVI and to create a Statement of Cultural Heritage Value or Interest with a list of heritage attributes. Where a property that is anticipated to be impacted is found to retain CHVI following completion of a CHER, completion of a HIA by a qualified person as early as possible of the detail design phase will be required. This HIA should be prepared in consultation with, and submitted for review to, MHSTCI and interested persons/organizations (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will evaluate the project alternatives, assess potential impacts to the identified cultural heritage value of the property, and recommend appropriate mitigation measures. Various construction activities may result in limited and temporary adverse vibration impacts to identified built heritage resources and cultural heritage landscapes. To

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						ensure the identified built heritage resources and cultural heritage landscapes adjacent to the ROW are not adversely impacted during construction, a qualified engineer should undertake a condition assessment of the structures within the vibration zone of influence. Further, the proponent must make a commitment to repair any damages caused by vibrations. Under the Standards & Guidelines (MHSTCI 2010), MHSTCI Minister’s consent is required for demolition or removal of any building or structures on a provincial heritage property of provincial significance during the TPAP before a notice of completion is issued (Provision F.5). Based on available project information, the runningway alignment is anticipated to be at-grade, with only small segments requiring the construction of bridges above-grade. When construction of bridges are anticipated, care should be taken to ensure that there are no impacts to any significant views to adjacent built heritage resources or cultural heritage landscapes.”
MHS-32	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G 5.0 Recommendations	Recommendations will need to be revised based on the comments above and need to align with the proposed mitigation measures discussed under Table 3.	June 25, 2020	Noted. Revisions were made based on comments above. Appendix G, Section 5 was revised, and it reads: “Based on the results of the assessment, the following recommendations have been developed: 1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified built heritage resources and cultural heritage landscapes; 2. Where feasible, the profile and cross section of the preferred alternative should be altered to avoid all direct impacts including grading, demolition, and tree removals associated with CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31; 3. Should avoidance of direct impacts to CHRs 8, 11, 13, 14, 19 –23, 25, 28, 30, and 31 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect; 4. Direct impacts to CHR 23 through grading and construction within the cultural heritage landscape is anticipated. A HIA is required by the City of Brampton prior to construction (As per Official Plan clauses 4.10.1.10 and 4.10.3.14); 5. Where indirect impacts including tree removal, grading, and property acquisition are anticipated adjacent to identified built heritage resources and cultural heritage landscapes, a HIA or a CHER may be required by City of Mississauga prior to construction (As per Official Plan Section 7.4.1.12). In this regard, the City of Mississauga should be consulted regarding the requirement for further assessment through a CHER for CHR 24, 26, 27, and 29; 6. Where direct impacts to identified built heritage resources and cultural heritage landscapes are anticipated, a CHER should be completed by a qualified heritage specialist. Properties requiring further work through the completion of a CHER include: CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 3115. This CHER must be completed during the TPAP; 7. Where a property that is anticipated to be directly impacted is found to retain CHVI through the completion of a CHER, a HIA is required to assess impacts to identified heritage attributes and propose suitable mitigation measures. HIAs may be required for CHR 8, 11, 13, 14, 19, 20, 21, 22, 25, 28, 30, and 3116 depending on the outcome of the CHER. The HIAs should be completed according to the MHSTCI’s Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties (MHSTCI 2017) as early in the Detailed Design phase as possible;

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						8. This report should be submitted to heritage planning staff at the City of Brampton; City of Mississauga; Town of Halton Hills; Town of Milton; Town of Oakville; the City of Burlington; the Ministry of Heritage, Sport, Tourism and Culture Industries; and any other relevant stakeholders that may have an interest in this project for review; and 9. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources."
MHS-33	MHSTCI, Heritage Planning Unit, Dan Minkin	May 7, 2020	Appendix G - Appendix A, B, C, E, F, G Official Plan Cultural Heritage Policies	MHSTCI recommends that these Appendices be deleted. The legislative and regulatory framework guiding this project is the TPAP and the Standards & Guidelines.	June 25, 2020	Noted. These appendices were removed from Appendix G.
MNRF-1	Ministry of Natural Resources and Forestry, Bohdan Kowalyk	January 29, 2020	N/A	With regard to the Environmental Project Report, it is noted that 14.53 ha of forest and 13.5 ha of wetland have been calculated for removal and that this removal should be offset with appropriate restoration at a compensation ratio to be determined through further discussion with agencies. I look forward to further discussion and review of detailed plans for the offsetting restorations.	February 4, 2020	As stated in Chapter 10 "Commitments" Table 1, under Vegetation and Vegetation Communities and Landscaping reads: " A more detailed planting plan (including review of the preliminary recommended planting layout drawings and consideration of plantings at the station sites will be developed prior to construction and once areas identified for restoration have been determined in consultation with the respective regulatory agencies to help mitigate impacts to the adjacent natural and cultural environment. The planting plan should include recommended actions to minimize the spread of non-native and invasive plant species. The Contractor will be required to provide a warranty on planted material to ensure the newly planted material survives and fulfills the intended function." Agencies to be consulted as part of this commitment includes Conservation Halton and Credit Valley Conservation, MNRF, and Municipalities.
MNRF-2	Ministry of Natural Resources and Forestry, Bohdan Kowalyk	January 29, 2020	N/A	Also, documentation (preferably with photographs) of natural or artificial presence of certain regionally rare species such as Sycamore, Hackberry, and Swamp White Oak, would be appreciated to assist in evaluation of their suitability as components of the restorations.	February 4, 2020	Several, young to mid-sized sycamore trees were identified within a cultural thicket and a Fresh-Moist Willow Lowland Deciduous Forest. Both of these communities are located within the floodplain associated with Sixteen Mile Creek. Sycamore trees are located both north and south of the watercourse, east of Highway 407. The area is somewhat isolated, with some disturbance likely associated with periodic flooding (see Photos 1 and 2). Several common hackberry trees were identified within manicured areas, and cultural meadow where portions of meadow were planted, typically adjacent to manicured areas. An example of a common hackberry tree identified within a manicured area is presented in Photo 3. Swamp white oak was identified in a hedgerow and a Dry-Fresh Oak-Hardwood Deciduous Forest. Based on our review of secondary source information, this species was also identified in the Oakville-Milton Wetlands and Uplands Life Science Candidate ANSI (Natural Heritage Information Centre 2011). Please note there is currently no construction timeframe or government dedicated funding for the implementation of the 407 Transitway. As a result, additional environmental field investigations will be required during the Detail Design phase (prior to construction) and will be completed in accordance to the MTO Environmental Reference for Highway Design, which will include updated reporting for terrestrial species, including regionally rare species. As noted in the EPR, MNRF will be consulted with during the subsequent phases of this study, prior to construction.
MNRF-3	Ministry of Natural Resources and	February 4, 2020	N/A	Where are photos 1, 2 and 3 to be found? Assuming that the Hackberry trees are planted, it is not clear how many and of what sizes of Sycamore and Swamp White Oak are proposed to be affected by this project. Is that clarification something you are postponing until Detail Design?	February 5, 2020	Apologies, please see the photos in the attached. Yes, details on the impacts to the trees (number and size) will be addressed during Detail Design.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Forestry, Bohdan Kowalyk					
MECP-1	MECP, Dorothy Moszynski	February 6, 2020	Chapter 5, Chapter 6, and Chapter 10	<p>There are several instances in Section 5 and Section 6 of the draft EPR where the word “should” is used in a statement proposing further studies or steps taken or mitigation. For example, on page 6-6, the draft EPR states: “... should impacts to soil and/or groundwater and/or issues of potential environmental concern be identified during subsequent, more detailed phases of work, additional assessment <u>should</u> be conducted and appropriate steps will be taken following the MTO’s Environmental Reference for Highway Design (2013).”</p> <p>The MECP recommends that the words “will” or “shall” be used in lieu of “should” when any commitments to mitigation or further work/steps/studies are made, as the word “should” does not indicate a firm commitment by the Ministry of Transportation to undertake the work, or require their selected design/construction firm to undertake the work.</p> <p>Tables 6.10- 6.16 are confusing to the reader as some of the statements in the “monitoring and recommendation” column in these tables refer to actions that “will” be taken and others that “should” be taken. The Ministry of Transportation should review Section 5, 6, and 10 (especially table 10.1) to ensure that the language is consistent, and any commitments being made by the Ministry of Transportation for further work or mitigation as required are clearly identified as something that will be done, and where appropriate, by whom.</p> <p>The MECP also recommends renaming the last column in tables 6.10-6.16 from “monitoring and recommendation” to “commitments to future work and monitoring” or something more suitable, as the column seems to identify plans and studies to be undertaken in addition to monitoring.</p>	May 1, 2020	<p>Noted. Edits to the EPR have been accordingly incorporated to ensure language is consistent.</p> <p>The word “<i>should</i>” has been changed to “<i>shall</i>” or “<i>will</i>” in Chapters 5 Preferred Alternative, 6 Mitigation and 10 Commitments of the EPR.</p> <p>The last columns of Chapter 6 Mitigation, Tables 6.10 to 6.16 have been renamed to “Commitments to Future Work and Monitoring.”</p>
MECP-2	MECP, Dorothy Moszynski	February 6, 2020	N/A	The MECP recommends that the attached comments from Central Region are reviewed and that MECP surface and groundwater section is consulted regarding proposed stormwater management, drainage, groundwater, impacts/monitoring and mitigation, and sedimentation and erosion plans for the project.	May 1, 2020	Noted. All comments received from the MECP and other agencies are being reviewed and addressed to the extent possible. The MECP’s surface and groundwater sections are being consulted accordingly.
MECP-3	MECP, Dorothy Moszynski	February 6, 2020	N/A	Several significant natural features are present in the study area including Life Science ANSIs and provincially significant wetlands. The MECP encourages the Ministry of Transportation to conserve, protect or enhance these features to the best extent possible and refers to the technical comments attached to this letter and to the expertise of other ministries and agencies.	May 1, 2020	Noted. A criterion followed during the development of this study was to conserve, protect and enhance significant natural features and wetlands to the extent possible. All technical comments from the MECP as well as from other agencies are being addressed and responded. Where natural features could not be avoided, please note that a landscape plan (Appendix L of the EPR) was prepared and several sites within the study area noted in Chapter 6 Mitigation, Section 6.2.1 of the EPR were identified for environmental compensation. Please note that these measures are consistent with the other transitway segments already approved under O.Reg 231/08. No changes to the EPR.
MECP-4	MECP, Dorothy Moszynski	February 6, 2020	Chapter 8	In section 8, Table 8.3 states that the Chippewas of Rama First Nation asked to be provided the final [EPR] and the archeological assessment. In the “action taken” column, there is no indication that the Ministry of Transportation will provide the First Nation with these reports. Please confirm whether the archaeological assessment studies will be posted on the project website and if not, whether they will be shared with the First Nation; and update the documentation in this regard.	May 1, 2020	<p>The draft Stage 1 Archaeological Assessment was included in the draft EPR provided to all Indigenous Communities in December 2019. The final Stage 1 and Stage 2 reports will be included in the final EPR.</p> <p>Chapter 8 Consultation, Table 8.3 of the EPR was updated to indicate that the Chippewas of Rama First Nation will be notified of the release of the final EPR along with all the archaeological documents such as Stage 1 and Stage 2 Archaeological Assessment Reports.</p>
MECP-5	MECP, Dorothy Moszynski	February 6, 2020	Chapter 8	<p>Additionally, this table indicates that Curve Lake First Nation responded that they have: “...trained Archaeological Liaisons who are available to actively participate in the archaeological assessment process as a member of a field crew. Curve Lake First Nation would like to be advised and notified of any anticipated negative environmental impacts or anticipated impacts on Treaty and Aboriginal rights.”</p> <p>The Ministry of Transportation’s response states “comments noted” but does not otherwise indicate whether the First Nation was invited to participate in the archaeological assessment studies or whether they would be provided with the completed studies. Please update the documentation in this regard.</p>	May 1, 2020	<p>As indicated in the EPR, Chapter 10 Commitments, Section 10.2, MTO will continue to engage on this project with any potentially affected communities moving forward. We welcome further engagement, including meetings as well as information sharing and are considering all requests for earlier project engagement on a go forward basis. The draft Stage 1 Archaeological Assessment was included in the draft EPR provided to all Indigenous Communities in December 2019. The final Stage 1 and Stage 2 reports will be included in the final EPR.</p> <p>Future commitments include undertaking Stage 3 and 4 Archaeological Assessments as required during Detail Design. Curve Lake First Nation will be invited to participate on any Indigenous archaeological sites as per MHSTCI Guidance.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						Chapter 8 Consultation, Table 8.3 of the EPR was updated to indicate that the Curve Lake First Nation will be notified of the release of the final EPR along with all the archaeological documents such as Stage 1 and Stage 2 Archaeological Assessment Reports.
MECP-6	MECP, Dorothy Moszynski	February 6, 2020	Chapter 8	Table 8.3 also indicates that the Huron-Wendat Nation were sent shapefiles in early December 2019. The final EPR should indicate whether any further comments resulted from the First Nation receiving this information from the Ministry of Transportation.	May 1, 2020	Noted. The final EPR will include further comments received from First Nations and actions taken. Chapter 8 Consultation, Table 8.3 of the EPR will be updated to include this communication.
MECP-7	MECP, Dorothy Moszynski	February 6, 2020	Chapter 10	The MECP's comments renumbered 5-7 above also apply to Table 10.1. This table should contain any commitments made to Indigenous communities about providing requested information and observing/participating in studies.	May 1, 2020	Noted. MTO will continue to engage on this project with any potentially affected communities moving forward. We welcome further engagement, including meetings as well as information sharing and are considering all requests for earlier project engagement on a go forward basis. For Stage 3 or Stage 4 archaeological assessments, Indigenous Communities will be invited to participate on any Indigenous archaeological sites as per MHSTCI and MTO Guidance, where warranted. A commitment has been added to Chapter 10 of the EPR. A commitment has been added to Chapter 10 Commitments, Table 10.1 to read: "For Stage 3 or Stage 4 archaeological assessments, Indigenous Communities will be invited to participate on any Indigenous archaeological sites as per MHSTCI and MTO Guidance, where warranted."
MECP-8	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	The background ambient air data summarized on Table 4-2 of the AQIA Report reports 0.00 ug/m3 for 1,3-Butadiene. Based on our review, the 1,3-Butadiene ambient concentration at Station 60413 for the 24-hr 90th percentile and annual average is 0.07 and 0.05 ug/m3, respectively. Please rectify.	May 1, 2020	Noted. Typo in Table 4-2 of Appendix J has been corrected. Table 4-2 of Appendix J was revised under the "Adopted Background Value (ug/m3)" column for the 24-hr 90th percentile and annual average for 1,3-Butadiene.
MECP-9	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	Please clarify on Table 4-4 "Tailpipe Emission Factors for Cars and Medium Trucks for 2018 and 2041", why the emission factor for 1,3-Butadiene is 0.0 g/VKT for light duty vehicles for the future 2041 scenario.	May 1, 2020	MOVES generate an emission factor of 0.0 g/VKT for the gasoline fuel type in 2041. It was assumed that the majority of light duty vehicles operate on gasoline, therefore, the emission factor of 0.0 g/VKT was applied. No changes to the EPR.
MECP-10	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	It is not clear if the modelling scenarios includes the maintenance yard idling emissions. Please clarify if this was included or will these emissions be dealt with in a separate transit assessment.	May 1, 2020	Idling operation will be very limited in the Bronte yard, as this yard will not be a Maintenance facility. Maintenance of the buses will be conducted in the Jane/407 yard (TPAP approved in 2012). The function of the Bronte yard will only be to store west-end buses and perform daily cleaning. Section 4.3.3 has been revised to clarify. Section 4.3.3 of Appendix J was revised to read: "The proposed undertaking currently includes a bus storage yard that is planned as part of the corridor segment near Bronte Road. The bus storage yard is included in the model and is treated the same way as the modelled stations. Specifically, buses entering/exiting the yard were modelled assuming a peak AM/PM count of 8 buses per hour. Idling emissions of buses in the bus storage yard was not included in modelling as these are expected to be insignificant since idling time would be limited."
MECP-11	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	As noted in Section 4.5.3 "Receptor Grid", the total number of receptors for the existing and future no build is 3,453 and for the future build scenario is 3,093. Additional clarification is required to explain the difference in sensitive receptors.	May 1, 2020	The number of sensitive receptors is the same in both scenarios (211), but the grid used to develop concentration isopleths is different. The grid was developed by placing receptors parallel to the road links in the study area. The receptor grid for

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						existing and future no-build conditions was developed using the 407 ETR road links as a buffer, whereas the future build grid was developed using both the 407 ETR and Transitway road links as a buffer. This resulted in a different number of receptors. Section 4.5.3 of Appendix J was revised to read: "The total number of receptors (i.e., sensitive receptors plus receptor grid) for the Existing Conditions and Future No-Build scenarios is 3,453 whereas for the Future Build scenario is 3,093. The existing and no build receptor grid were developed using only the 407 ETR road links. The receptor grid for the future build was developed using both the 407 ETR and Transitway road links. This resulted in a decrease in the number of receptors for the future build as some of the no build receptors were located within the Transitway development area."
MECP-12	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	From the total discrete receptors, 65 sensitive receptors were assessed to determine the worst-case meteorological year. It is recommended to add an explanation how these 65 receptors were selected from the total discrete receptors in the model.	May 1, 2020	Typo on number of sensitive receptors corrected in the report (211 instead of 65). An explanation as to how sensitive receptors were selected is provided in the last paragraph of Section 3. Section 3 of Appendix J was revised to correct the number of sensitive receptors corrected (211 instead of 65).
MECP-13	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	Page 4-35 notes that the planned tunnels were modelled as regular roads. The ministry does not concur with this approach since modelling it as a regular road is not conservative. It is recommended modelling the tunnel emissions from the end point, where the highest emissions are expected.	May 1, 2020	We agree that tunnel emissions are greater than surface road emissions; however, the proposed tunnels in this project area relatively short and will have ventilation following provincial regulations. Tunnel ventilation will be defined in the Detail Design phase. Due to these unknowns, tunnels were not modelled as such but a commitment to do so in the Detail Design phase is included in Chapter 10 Commitments. It should be noted that there are no sensitive receptors close to the tunnel ends that might be affected with the expected higher emissions at these locations, i.e. modelling tunnel sections would not have an impact on the overall conclusions and recommendations. It is also important to note that to be conservative, this assessment is assuming diesel buses. When the Transitway is implemented, the operating buses (maximum headway of 8 to 10 minutes) may be hybrid or electrical. A commitment has been added to Chapter 10 Commitments, Table 10.1 and Appendix J to read: "During the Detail Design phase, the final design of the tunnels, including ventilation shafts will be defined, and tunnel emissions will be re-modelled to confirm emissions effects".
MECP-14	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	Please provide a breakdown of the modelled/predicted and background emissions for each of the pollutants in separate columns. Currently, it is not clear if Tables B-24 to B-26 includes the predicted or the combined concentrations.	May 1, 2020	Tables B-24 to B-26 of Appendix J include both combined i.e. <i>modelled plus background</i> concentrations. Background concentrations have been separated in separate columns in Tables B-24 to B-26. Section 5.1 of Appendix J was revised to include a text in the last paragraph to read: "Modelled-predicted plus background".
MECP-15	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	Please provide PM10 input and output modelling files for the ministry's records and review.	May 1, 2020	PM10 input and output modelling files are being provided to MECP attached to this table. No changes to the EPR.
MECP-16	MECP, Marinha Antunes	February 6, 2020	Appendix J (AQIA)	Further to the mitigation measures discussed in Chapter 7 of the AQIA report, it is recommended to vegetate some areas with evergreen trees which can reduce particulate impacts at nearby sensitive receptors. Particularly	May 1, 2020	Noted. Section 7.1 of Appendix J has been revised accordingly. Section 7.1 of Appendix J and Chapter 6 Mitigation, Section 6.4.1 and Table 6.13 of

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				in areas around receptors 279, 288 and 81 where the highest TSP, PM10 and PM2.5 levels were found for this study.		the EPR were revised to include text to read: "To reduce particulate impacts at nearby sensitive receptors, areas will be vegetated with evergreen trees, particularly in areas with the highest predicted levels of TSP, PM10 and PM2.5 (e.g. between the ETR 407 intersection with Winston Churchill and with Ninth Line)."
MECP-17	MECP, Lisai Shen	February 6, 2020	Appendix C (Drainage)	Enhanced swales were proposed for the main corridor of the Transitway. Tech support of Central Region has commented in the past in similar MTO projects that expected level of water quality treatment may not be achieved, particularly in areas identified with sensitive receiving environment. Additional measures should be considered whenever possible, together with enhanced swales to achieve enhanced level of treatment (i.e. a minimum of 80% TSS removal). It seems that this issue has not been properly addressed in the past. As this may involve EAB engineering review and/or SDB I just want to reiterate what have been voiced in the past by Tech Support.	May 1, 2020	Noted. As described in EPR Chapter 5 Preferred Alternative, Section 5.5.7, together with enhanced swales, a treatment train approach consisting of grassed embankments to promote sheet flow, grassed swales on both sides of 407 Transitway leading to the enhance swales, and surface storages for extended detention is proposed to achieve level 1 water quality protection. No changes to the EPR.
MECP-18	MECP, Lisai Shen	February 6, 2020	Appendix C (Drainage)	During detail design stage it is expected that long-term performance and maintenance of the SWM ponds and LIDs should be take into consideration. As 407 TW crosses multiple regions and municipalities ownership and responsibility should be clearly defined so that all facilities would be working efficiently in the long run.	May 1, 2020	Noted. MTO or the 407 Transitway Operator will be responsible for operation and maintenance of the SWM ponds. EPR Chapter 5 Preferred Alternatives, Section 5.5.4 and Section 6.4.1.1 of the Appendix C has been updated accordingly. A commitment has also been added to Chapter 10 of the EPR. The following text has been added to Chapter 5 Preferred Alternatives, Section 5.5.4 and to Section 6.4.1.1 of the Appendix C to read: "MTO or the 407 Transitway operator will be responsible for the Long-term maintenance of the SWM ponds and LIDs following MECP Stormwater Management and Design Manual." A commitment has been added to Chapter 10 Commitments, Table 10.1, to read: "Operation and maintenance of the SWM ponds will be performed following the MECP Stormwater Management and Design Manual. The agency responsible for this work will be defined during the Detail Design phase."
MECP-19	MECP, Lisai Shen	February 6, 2020	Appendix C (Drainage)	Tech Support Groundwater reviewer has commented on the importance of maintaining groundwater discharge to surface water for cold water fishery/habitat. I just want to reiterate that baseflow should be maintained as much as possible in those areas during detail design stage to minimize long term impact. Short term impacts to baseflow is expected to be mitigated with proper measures during construction stage.	May 1, 2020	Noted. It is stated in the report that cold water fishery/habitat has been found on watercourses within Fourteen Mile Creek watershed. The proposed TWY corridor is above ground crossing the watershed. Groundwater discharge is not expected to be affected. No changes to the EPR.
MECP-20	MECP, Lisai Shen	February 6, 2020	Appendix C (Drainage)	Overall short-term impacts from the proposed project should be addressed during construction stage. Whether an EASR or PTTW is required for dewatering, it is expected the Erosion and Sediment Controls measures will be implemented to manage onsite erosion and sediment into receiving waterbody. An adequate ESC plan plus discharge monitoring/mitigation plans are required during a PTTW stage. MECP will have a chance to review those detailed plans during permit stage.	May 1, 2020	Noted. Chapter 5 Preferred alternatives, Section 5.5.11 and Section 8 of the Appendix C has been updated to clarify requirements for Erosion and Sediment Control during construction. The applicability of EASR or PTTW will be evaluated prior to construction. The following text has been added to Chapter 5 Preferred Alternatives, Section 5.5.11 and to Section 8 in Appendix C to read: "The needs for EASR or PTTW will be assessed prior to construction in detailed design stage. ESC measures and ESC plans will be provided in the permit application process."
MECP-21	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	A hydrogeological assessment should be conducted on sections of the Transitway where there will be either deep excavations or tunnelling. This study should assess the potential for impacts to nearby wells, surface water bodies, wetlands, etc. If impacts are predicted the proponent should prepare a mitigation strategy and contingency plan.	May 1, 2020	Noted. A commitment has been added to Appendix M and Chapter 10 Commitments. Appendix M and Chapter 10 Commitments, Table 10.1 of the EPR to read: "A hydrogeological analysis will be conducted during Detail Design where there may be construction dewatering under flowing artesian conditions, or where there are nearby wells, and where deep excavations, or tunnelling are required. Mitigation strategy, including contingency plan will be developed for cases where potential

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						impacts are predicted. In vulnerable areas that may not be identifiable through high-level studies, additional detailed studies may be conducted, such as door-to-door well surveys to identify shallow dug wells which may not have been included in the MECP Water Well Records (WWR). Where there is potential for well interference, it will be confirmed that there is a suitable alternative water supply available.
MECP-22	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	<p>The 407 Transitway will not run down the centreline of the Highway 407 ETR, so the study area should extend from the centreline of the proposed route of the transit facility and not the Highway 407 ETR.</p> <p>The report provided was based on MECP Water Well Records (MECP WWR), Quaternary geological mapping, topographic mapping, aerial photography, wellhead protection area mapping and a windshield visual study of the study area.</p> <p>The report describes the geology and the groundwater resources. It should be confirmed whether properties along Trafalgar, on the west side of HWY 407 ETR have access to municipal water supplies. Historically this was an issue, but it may have since been addressed. The consultants have indicated that municipal water is likely available near Winston Churchill Blvd and Mississauga Road – but it should be confirmed.</p> <p>The report identifies 482 recorded wells while noting that it is not uncommon for shallow wells and well points not to be recorded in the MECP WWR data base. It is noted that here were 81 shallow (<10M depth) wells identified and are located throughout the study area. The deeper wells are less likely to be impacted by construction activities.</p>	May 1, 2020	<p>Please note that the study area was developed 500 metres on either side of the 407 ETR to gather information to support the evaluation of alternative runningway alignments and station sites of the Transitway. Note that the study area comprised sufficient area to cover all potential groundwater impacts caused by the 407 Transitway proposed facilities.</p> <p>Chapter 6 of the EPR has been revised to state that during Detail Design, confirmation on municipal water supplies to properties along Trafalgar Road west of the 407 ETR and near Winston Churchill Boulevard and Mississauga Road.</p> <p>In reference to recorded wells, Section 6.3.1 of the EPR states: "The plot of water well locations suggest that the Trafalgar Road flowing well may be within the footprint of the proposed station location. No stratigraphic information for this well was recorded on the well record and it is not possible to speculate on the potential impact on construction. This issue will be investigated during detail design."</p> <p>Regarding the comment related to shallow wells, please refer to Response to Comment MECP-21.</p> <p>Appendix M and last column of Chapter 6 Mitigation, Table 6.10 – Chapter 6 of the EPR was revised to read: "During Detail Design, it will be confirmed properties along Trafalgar Road, west of the 407 ETR, and near Winston Churchill Boulevard and Mississauga Road have access to municipal water supplies prior to construction."</p>
MECP-23	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	<p>i)It should be noted that some vulnerable areas may not be identifiable through high-level studies. To address this, some detailed studies may be required, such as conducting door-to-door well surveys to identify shallow dug wells which may not have been included in the MECP Water Well Records (WWR);</p> <p>ii)where there is potential for well interference, the proponent should confirm that there is a suitable alternative water supply available.</p> <p>Activities which might impact shallow wells include re-grading (cut and fill), which has the potential to divert surface water and shallow groundwater away from shallow wells, thereby reducing their capacity to be recharged cause them to go dry. Similar impacts could also result from installation of sewer or utility trenches near shallow wells. The supporting documents have indicated that trench plugs will be installed to mitigate this type of impact. The report notes the presence of a small number of wells which had flowing artesian conditions. The report notes that excavations through a confining layer can require depressurizing the aquifer, which would probably require a Permit to Take Water, although there might be some cases where an Environmental Activity Sector Registry (EASR) might suffice.</p>	May 1, 2020	Noted. Please refer to Response to Comment MECP- 21.
MECP-24	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	<p>Depressurizing aquifers may impact wells within the Zone of Influence of dewatering wells.</p> <p>The report notes that there are no Wellhead Protection Zones or municipal wells within the Halton part of the study area. The Mississauga portion of the Study Area is fully developed and uses lake water for their water supplies.</p> <p>The report discusses the flowing artesian wells and it is noted that these appear to be either in a developed area or in an area which is surrounded by the intersection of the 07 ETR and the 401. The artesian groundwater</p>	May 1, 2020	Noted. Please refer to Response to Comment MECP- 21.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				conditions may impact construction dewatering and would probably require a PTTW but depending on flow rates might meet the requirements of an EASR. The report notes that there are areas of groundwater discharge to surface water.		
MECP-25	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	These discharges may be important to cold water aquatic habitat, if present. The groundwater impact assessment suggests groundwater interference may be associated with deeper excavations as needed for bridge, buried utility and sewer construction. The report also notes the potential for high water table to be present in work areas. These areas may require dewatering during construction.	May 1, 2020	Noted. Please refer to Response to Comment MECP-21.
MECP-26	MECP, Charles Wakefield	February 6, 2020	Appendix M (Groundwater)	Construction dewatering in areas with flowing artesian conditions or nearby wells would require assessment prior to construction and make recommendations for potential additional investigation and monitoring, as necessary. To address high water table or groundwater infiltration issues, it may be necessary to conduct construction dewatering which may require either a Permit to Take Water or an EASR, depending on the anticipated pumping rates. The consultants recommend that the proposed routes be reassessed with respect to more detailed knowledge of the hydrogeological conditions of the proposed route prior to construction and potentially apply for PTTWs and/or EASRs in advance. In summary, the proposed works may cause groundwater impacts for the following: <ol style="list-style-type: none"> 1. Excavations and re-grading may divert surface water and shallow groundwater from recharging vulnerable shallow wells under 10 m depth; 2. Deeper excavations and/or tunnelling may cause impacts to nearby wells; 3. Installation of sewers and buried services may divert shallow groundwater from nearby shallow wells. Trench plugs may help to reduce the long-term impacts; 4. Permits to Take Water or EASRs may be required to allow dewatering of sewer and buried utility trench excavations; 5. Permits to Take Water may be required to depressurize areas where artesian groundwater conditions have been observed. If significant flows (in excess of 400,000 Lpd) are anticipated Permits to Take Water would be more appropriate than EASRs; 6. Not all shallow wells (<10m depth) are included in the MECP WWR, so to ensure that all the wells in use are documented, a door-to-door water well survey should be conducted. 7. Not all areas have alternative water supplies available to replace a well in the event of well interference. Recommendations: <ol style="list-style-type: none"> 1. The 407 Transitway will not run down the centreline of the Highway 407 ETR, so the study area should extend from the centreline of the proposed route of the transit facility instead of the centreline of the Highway 407 ETR. 2. i) It should be noted that vulnerable areas may not be identifiable through highlevel studies. To address this, some detailed investigations may be required, such as conducting door-to-door well surveys to identify shallow dug wells which may not have been included in the MECP Water Well Records (WWR); ii) where there is potential for well interference, the proponent should confirm that there is a suitable alternative water supply available. 3. Groundwater discharges to surface water may be important to cold water aquatic habitat, if present. 4. The proponent should conduct a hydrogeological assessment in areas where there is expected to be construction dewatering under flowing artesian conditions or where there are nearby wells and where deep excavations, or tunnelling are required. The hydrogeological assessment should be completed prior to construction and make recommendations with respect to the potential monitoring and mitigation programs, as necessary. 	May 1, 2020	Noted. Please refer to Response to Comment MECP-21.
MECP-27	MECP, Charles Wakefield	February 6, 2020	Appendix N (Contamination)	The proponent should conduct the additional investigations recommended by the consultants in S.5.0. of Appendix N.	May 1, 2020	A commitment to conduct additional field investigations during Detail Design, where warranted, is described in Chapter 10 Commitments, Section 10.3 of the EPR. No changes to the EPR.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MECP-28	MECP, Charles Wakefield	February 6, 2020	Appendix N (Contamination)	In areas where there are potential sources of contamination near the proposed working area and if there are nearby wells, the proponent should conduct an investigation to ensure that the proposed construction activities do not draw contamination to the wells. In cases such as these the proponent should consider monitoring the groundwater flow and quality, prior to, during and post construction.	May 1, 2020	Noted. A commitment has been added to Chapter 10 Commitments. Appendix N and Chapter 10 Commitments, Table 10.1 of the EPR were revised to read: "In cases where nearby wells are in the vicinity of the construction area, monitoring of groundwater flow and quality will be conducted to ensure potential sources of contamination do not affect existing wells during construction and operation of the 407 Transitway".
MECP-29	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Executive Summary of the report stipulates that future build scenario is an indication of the impact of the project. A footnote of Table 5.1 indicates that the impact is at the most exposed side and not any associated outdoor living areas (OLA), thus no mitigation was recommended. However, Section 7.1 indicates that two receptors (NSA12_R20 and NSA12_R21) have overall impacts greater than 65 dBA, but mitigation is not warranted because the Transitway is below ground at this location. Therefore, inconsistencies in the assessment and the report need to be clarified.	May 1, 2020	These receptors are townhouses with patios (OLAs) facing the opposite direction (i.e. behind the most exposed side and fully shielded). However, all townhouses in this area have small front patios facing Highway 407 that do not meet the definition of OLAs but could be used as such. These porches also coincide with the most exposed sides thus the results in the table are representative of the OLAs for these two receptors. In other words, their back yards or OLAs do not face the 407 Transitway. Table 5.1 and Section 7.1 of Appendix K have been revised to clarify. Footnote of Table 5.1 of Appendix K was revised to read: " <i>(1) Impact at Most Exposed Side</i> " Section 7.1 of Appendix K and Chapter 6 Mitigation, Section 6.4.2 and Table 6.14 were revised to read: "two receptors (NSA 12_R20 and NSA 12_R21) have overall impacts greater than 65dBA at the most exposed side, but mitigation is not warranted because the Transitway is below ground at this location and there is no clear ground-level OLA."
MECP-30	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Section 4.1 identifies existing noise sensitive areas (NSA), which generally include residential land uses, educational facilities, hospitals and commercial properties with overnight accommodations (i.e., hotels, motels, campgrounds). The list of the sensitive receptors should be reviewed as some of the receptors such as Balmoral condominiums (Figure 4.2a), New Apostolic Church and St. George's Anglican Church (Figure 4.4) were missed in the assessment.	May 1, 2020	Balmoral condominiums have been included in the assessment and are represented by NSA1_R05. As per MTO guidance for multi-tenant receptors, only the OLA (outdoor gazebo) has been assessed. Table 4.1 notes that 21 units (ground-level units) are represented by this receptor. As for other receptors, such as churches and balconies above ground floor, the MTO Guide for Noise does not consider them as NSAs, thus were not included. There are a number of educational facilities within the study area (Notre Dame Catholic School and St. Anne Catholic Elementary, as examples) which were reviewed during the assessment but were further set back than the residences that were already evaluated in the area, thus were not considered to be significantly impacted. Furthermore, due to the number of sensitive receptors in the study area (in the thousands) and the level of effort involved in assessing them all, it was discussed with MTO to only include the closest and most impacted receptors. Section 4.1 has been revised was revised to clarify how receptors were selected in accordance with the MTO Noise Guide. Using MTO's definition for OLA/NSAs. The following text was added was added to Section 4.1 of Appendix K: "The majority of the receptors closest to the proposed transitway are single dwellings or townhouses. There is one multi-dwelling condominium, Balmoral Condominium, that features a clearly define OLA that is fully exposed to the transitway and the existing Highway 407. This receptor was evaluated in accordance with the MTO Noise Guide and was considered to be representative of 21 ground-level units. Balconies and facades of the condominium were not assessed as 'apartment balconies above ground floor' are not considered noise sensitive areas." "Furthermore, the places of worship in close proximity to the transitway do not have

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						associated OLAs and are not considered Noise Sensitive Area's, which trigger the need to assess impacts in accordance with the MTO Noise Guide."
MECP-31	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Tunnel ventilation was not assessed, or its potential impacts discussed.	May 1, 2020	<p>The construction method of the deep underground sections of the runningway will be evaluated and defined during the Detail Design phase. Where bored tunnels are decided, ventilation shafts will be included at regulated spacing. Section 5.1.1 of Appendix K has been revised accordingly.</p> <p>The following text was added in Section 5.1.1 of Appendix K and in Chapter 6 Mitigation, Table 6.1.4: "Ventilation was not assessed as method of construction of deep underground sections will be evaluated and defined during Detail Design. For bored tunnels, ventilation shafts will be included at regulated spacing; however, a total sound power level of 96 dBA at the façade of each ventilation opening should result in an insignificant sound level at the receptors closest to the proposed tunnel locations."</p>
MECP-32	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	<p>Road traffic data should be verified by the Ministry of Transportation and should be included in the noise assessment report. Traffic data should clearly show what numbers of busses are included in the overall number of medium trucks used. In addition, the ratio of medium to heavy trucks should be provided.</p> <p>The technical review was not able to verify traffic noise modeling and results without reviewing traffic counts and modeling files used in the assessment. Consultant should include the details about parties that signed "Non-disclosure Agreement" and its details in the report.</p>	May 1, 2020	<p>Please note that the proposed 407 Transitway that will originate a bus every 8 to minutes at peak hours, will operate on an exclusive runningway totally separated and independent from the Highway 407 ETR traffic. In any event, and as noted in previous 407 Transitway assessments, Highway 407 traffic data is confidential and cannot be provided due to a Non-Disclosure Agreement. This was accepted in previous Transitway studies.</p> <p>Noted. Text in Chapter 6 Mitigation of the EPR and Section 4.2.1 of Appendix K has been revised accordingly.</p> <p>The following text was added in Section 4.3.1 of Appendix K and in Chapter 6 Mitigation of the EPR.</p> <p>"There is a Non-Disclosure Agreement between MTO and 407 ETR which states that traffic volume data on Highway 407 ETR is confidential, and as a result, although Highway 407 traffic volumes were used in the modeling to calculate the sound levels, the 407 ETR traffic volume data was not included in this Noise Report. A similar approach was used in the previous approved Transitway TPAPs east of Hurontario Street."</p>
MECP-33	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Traffic data and calculations were not included in the report. Calculations and noise impacts presented in Table 5.1 and Table 5.2 could not be verified, especially the noise impact decrease with future build scenario.	May 1, 2020	<p>Please refer to response to Comment MECP-32.</p> <p>Note that at this time future traffic assumptions were made. The implementation schedule for the 407 Transitway is uncertain at this time, however, once Detail Design is confirmed, MTO will determine if additional noise and vibration assessment are warranted.</p> <p>No changes to the EPR.</p>
MECP-34	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Minimum setback distances for construction equipment should be based on more stringent criteria than what is specified in Table 6.2, including Ministry Publication NPC- 207 "Impulse Vibration in Residential Buildings" and the local municipal by-law(s) dealing with construction vibration.	May 1, 2020	<p>MTO is exempted from municipal local by-law(s) under S.71 of the <i>Legislation Act</i> but recognizes the impacts construction related noise can have on a community, and all reasonable attempts will be made to work within local bylaws, including as appropriate, public notification and mitigation measures to reduce noise.. NPC-207 deals with impulsive vibration which is applicable to some construction equipment, such as pile drivers. Other construction equipment, such as bulldozers, are non-impulsive thus the criteria is not applicable. Table 6.2 uses a combination of criteria. The non-impulsive criteria are also in-line with the City of Toronto by-law criteria for building damage.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						Section 6.2.1 of Appendix K has been revised to clarify criteria applicability. The following text was added to Section 6.2.1 of Appendix K: "A combination of applicable criteria was used to differentiate between impulsive and non-impulsive vibration equipment."
MECP-35	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Construction noise should be assessed according to local municipal by-law(s), considering multiple construction equipment/operation at the same time, at least at most critical receptors.	May 1, 2020	MTO is exempted from municipal local by-law(s) under S.71 of the <i>Legislation Act</i> but recognizes the impacts construction related noise can have on a community, and all reasonable attempts will be made to work within local bylaws, including as appropriate, public notification and mitigation measures to reduce noise. No changes to the EPR.
MECP-36	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Section 6.2.2 Vibration Control Recommendation should adhere to the vibration criteria regardless of when construction occurs, during or outside of regular hours.	May 1, 2020	Noted. Section 6.2.2 of Appendix K was revised to note adherence to vibration criteria at all hours. The following text was added to Section 6.2.2 of Appendix K and to Chapter 6 Mitigation, Section 6.3.2 and Table 6.11 of the EPR: "The contractor will be responsible for identifying the implications of the vibration generated, especially for work with high potential for vibration impacts (e.g. pile driving), and to make construction work plans available for review."
MECP-37	MECP, Miroslav Ubovic	February 6, 2020	Appendix K (Noise and Vibration)	Proper and most updated zoning maps should be included in the report.	May 1, 2020	Noted. Zoning maps were appended to Appendix K and references included.
MECP-38	MECP, Angelune Des Lauriers	February 6, 2020	N/A	In response to your request to review the MTO 407 Transitway Draft Environmental Project Report (Draft EPR), Source Protection Programs Branch (SPPB) offers the following comments. The Draft EPR deals with the section of the 407 Transitway corridor from west of Brant Street in the City of Burlington, Region of Halton, to west of Hurontario Street in the City of Brampton, Region of Peel (see Appendix A, Figure 1). This portion of the 407 Transitway corridor would be in the Halton-Hamilton and the CTC Source Protection Regions and is therefore subject to the Halton-Hamilton and CTC Source Protection Plans. The environmental project report should include this information.	May 1, 2020	Noted. Section 2 – 2.4 Source Water Protection of the Appendix C has been updated accordingly. Text stated under Section 2 – 2.4 Source Water Protection of the Appendix C has been added to read: "The 407 Transitway corridor would be in the Halton- Hamilton and the CTC Source Protection Regions and is therefore subject to the Halton-Hamilton and CTC Source Protection Plans."
MECP-39	MECP, Angelune Des Lauriers	February 6, 2020	Appendix C (Drainage)	SPPB notes that the Draft EPR includes a discussion of the location of vulnerable areas for the protection of drinking water sources (section 3.1.4). The Draft EPR correctly identifies that the proposed corridor does not intersect with any wellhead protection areas. However, the Draft EPR does not identify that the proposed corridor intersects with the intake protection zone for the South Halton drinking water system (see Appendix A, Figure 2) in the City of Burlington, and with highly vulnerable aquifers in the eastern segments, between Heritage Road and Hurontario, in the City of Mississauga (see Appendix A, Figure 3). The EPR should include this information.	May 1, 2020	Noted. Appendix B – Existing Environmental Characterization of the Appendix C has been updated accordingly. Figures under Appendix B – Existing Environmental Characterization of the Appendix C have been updated to include sourcewater protection maps that identify the intake protection zone for the south Halton drinking water system and vulnerable aquifers in the City of Mississauga.
MECP-40	MECP, Angelune Des Lauriers	February 6, 2020	Appendix C (Drainage)	The Draft EPR also correctly indicates that none of the project activities would be significant drinking water threats. However, the application of road salt is an activity that is prescribed as a drinking water threat under Ontario Regulation 287/07 made under the Clean Water Act. This activity would occur during the operation of the completed transitway project and may be a moderate or low drinking water threat where it intersects with the intake protection zone for the South Halton drinking water system (see Appendix A, Figure 4), and therefore policy T-36-S applies to the Ministry of Transportation (see Appendix B, Figure 1).	May 1, 2020	Noted. It is understood the concern is road salt application may be a threat to drinking water. In managing runoff and infiltration for corridor drainage, the risk will be mitigated by implementing stormwater quality control measures, and siting infiltration practices with consideration of sensitive groundwater areas. Operation of the Transitway will incorporate best practices for the application of road salt on provincial roads following Halton Region and Hamilton Region Source Protection Plan Policy T-36-S. The following text has been added to Chapter 10 Commitments, Table 10.1, Chapter 5 Preferred Alternative, Section 5.5.4, and to Section 6.4.1.1 of the Appendix C to read: "Together with Stormwater Quality Control Measures, operation of the Transitway will incorporate the use of best practices for the application of road salt on provincial roads following Halton Region and Hamilton Region Source Protection Plan Policy T-

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						36-S."
MECP-41	MECP, Angelune Des Lauriers	February 6, 2020	Appendix C (Drainage)	Where an activity poses a risk to drinking water, the proponent must document and discuss in the environmental project report how the project adheres to or has regard to applicable policies in the local source protection plan. Therefore, the EPR should identify the area where the application of road salt is an activity that could be a moderate or low drinking water threat and the applicable policy. This information should then be used and considered in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.	May 1, 2020	Noted. Please refer to "Proposed Changes to the EPR" as described in comment MECP-40.
MECP-42	MECP, Angelune Des Lauriers	February 6, 2020	Appendix C (Drainage)	The environmental project report should also identify how sensitive hydrologic features including current or future sources of drinking water not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the Safe Drinking Water Act – i.e., camps, schools, health care facilities, seasonal users, etc. will be protected through the design and operation of the project .	May 1, 2020	Noted. Section 6 – 6.4.1.1 of the Appendix C has been updated accordingly. Text stated under Section 6 – 6.4.1.1 of the Appendix C has been added to read: "Hydrological impacts will be mitigated to protect sensitive hydrologic features within the watershed through the implementation of enhanced swale for the main corridor."
MECP-43	MECP, Kayla Stephenson	February 6, 2020	Chapter 9 and 10	The Draft EPR outlines climate change consideration for this project in Chapter 6: Mitigation, Chapter 9: Climate Change Considerations, and Chapter 10: Commitments. The Draft EPR indicates the project adheres to the Ministry of Transportation's (MTO) "Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Project s" (2012). It should be noted that on October 21, 2019 a proposal notice was posted on the Environmental Registry (019-0131) to update this guidance document, and changes are to be expected. The EPR and any associated project activities should adhere to the revised guide, when applicable (e.g. ensure greenhouse gas (GHG) emissions estimates meet revised assessment methodology and updated air quality standards).	May 1, 2020	The work on AQIA had followed the MTO Guide from 2012 as the updated guidance was not proposed yet at the time of performing the assessment. However, having reviewed the updated guidance document from 2019, it is confirmed that the AQ assessment is in accordance with the updated guidelines and GHG emission estimates and updated air quality standards/criteria were applied. Chapters 6 Mitigation and 9 Climate Change of the EPR have been revised to indicate that the AQIA was performed in accordance with the current 2019 guidance document. Sections 6.6.1 and 9.3.1 of Chapters 6 Mitigation and 9 Climate Change have been edited referring to the updated Environmental Registry (019-0131).
MECP-44	MECP, Kayla Stephenson	February 6, 2020	Chapter 9 and 10	The Draft EPR also integrates climate change consideration into the planned project and its development following the Ministry of the Environment, Conservation and Parks "Consideration of Climate Change in Environmental Assessment in Ontario" (2017) guide. As part of these guide considerations, the Draft EPR outlines and compares GHG emissions estimates resulting from a diesel fueled bus fleet option, a zero-emissions/electric vehicle (EV) bus fleet option, and a light rail transit option. CCPB encourages the proponent to utilize an EV bus fleet or other low-carbon transit vehicle options to provide a maximum GHG emissions reduction impact. It is also recommended that the proponent continue to develop unique and innovative ways to mitigate climate change impacts throughout the lifespan and implementation of this project.	May 1, 2020	Please note that implementation timing of the 407 Transitway is uncertain. The use of low-carbon or no- carbon vehicles and other innovative measures to mitigate climate change impacts will be considered through the lifespan and implementation of this project. No changes to the EPR.
MECP-45	MECP, James Scott	February 6, 2020	N/A	The identified impacts on the natural environment (e.g. soil erosion, changes to surface level drainage, and the removal of natural vegetation) could make the project more susceptible to negative effects of climate change, however, addressing them with the proponent's recommended mitigative measures (e.g., the use of stabilizing ditches, stormwater detention ponds, silt fences, seed and mulch, permeable pavement, as well as the enhancement/restoration of natural habitats including wetlands) presents an opportunity to build climate resiliency into the project while also reducing risks and costs over the long-term.	May 1, 2020	Noted. Use of stabilizing ditches and stormwater detention ponds have been proposed to manage surface level drainage within the runningway. Impacts from removal and natural vegetative covers and disturbance of topsoil during urban construction is also mitigated by proper sediment and erosion control to be developed at detailed design stage. The best management practices (BMPs) incorporated in the preliminary design presents an opportunity to build climate resiliency into the project. Please note that mitigation measures are presented in Chapter 6 Mitigation of the EPR. No changes to the EPR.
MECP-46	MECP, James Scott	February 6, 2020	N/A	Several of the recommended mitigative measures to address the impacts on the natural environment include developing various plans to guide construction and maintenance (i.e., <i>Planting Plan, Erosion and Sediment Control Plan, and Excess Materials Management Plan</i>). ARB's main comment is to reiterate the importance of these plans leveraging natural infrastructure (as well as green/less disruptive construction techniques) whenever possible, and to recommend that the proponent ensures that the contents of all plans also have climate change considerations integrated (particularly the consideration of the effects of climate change will have on this project).	May 1, 2020	Noted. Prior to construction, Erosion and Sediment Control Plan is to be developed at detailed design stage following MTO guidelines. Project ed IDF curves obtained from MTO IDF Curve lookup Tool are to be used to account for climate change factors for MTO project s. Planting Plan and Excess Materials Plan are to be considered and assessed with climate change factors. No changes to the EPR.
MECP-47	MECP, James	February 6,	Chapter 9	Furthermore, ARB has two follow-up questions on the analysis presented in chapter 9 which focuses on climate	May 1, 2020	Noted.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Scott	2020		<p>change considerations for the entire project. The discussion of ‘extreme weather events’ and increased flooding vulnerability, were of particular interest.</p> <ol style="list-style-type: none"> 1. The data for projected rainfall during extreme weather events cites a 2011 City of Toronto study. Is this projection data aligned with the most current climate change projection data, such as the various data sets on the Ontario Climate Data Portal? 2. Was ‘extreme heat’ also considered as a form of extreme weather in the study, as it has the potential to cause negative impacts. If not, can the proponent expand the analysis to capture any heat-related effects? 		<ol style="list-style-type: none"> 1. The projected rainfall data was obtained from MTO IDF Curve Lookup Tool for MTO projects. Development of MTO IDF Curve Lookup Tool considered extreme weather events around Toronto up to year 2014 including City of Toronto Study. Other provincial projection data sources will be considered to confirm if climate change projection data aligns with the existing regulated data used. 2. Extreme heat events, when adding to urban heat island effect will result in more frequent and more intense heat waves increasing water demand. The design incorporated Low Impact Development (LID) along the corridor to mitigate the heat related effects by infiltrating water running off hot pavements and shading and minimizing impervious surfaces. <p>Text in Chapter 9 Climate Change of the EPR has been revised to clarify this matter. The last sentence in Paragraph 4 in Chapter 9 Climate Change, Section 9.4.1 of EPR has been added as read: “Low Impact Development (LID) has been designed along the corridor to mitigate the heat related effects by infiltrating water running off hot pavements and shading and minimizing impervious surfaces.”</p>
MECP-48	MECP, Megan Eplett	February 6, 2020	Appendix C (Drainage)	As Ministry of Natural Resources and Forestry staff had previously stated Bronte Creek, Sixteen Mile Creek, Fletcher’s Creek (Sites 15, 29 and 58) have been confirmed as habitat for species at risk fish and therefore are regulated under the Endangered Species Act, 2007 (ESA). Additionally, Fourteen Mile Creek and its tributaries have also been identified as contributing habitat for Redside Dace which is also protected under the ESA.	May 1, 2020	<p>Noted. Section 3.2 in Appendix C Drainage Report clarified that species at risk (SAR) have been found on watercourses BR02, S02, and F03 (Site 15, 29 and 58). Table 3.2 in Appendix C showed that crossings on Bronte Creek, Sixteen Mile Creek, and Fletcher’s Creek have been identified as highly sensitive direct fish habitat to confirm it is regulated by ESA. Table 3.1 in Appendix C showed crossings within Fourteen Mile Creek tributaries have been identified as moderately sensitive indirect fish habitat to confirm it is contributing habitat regulated by ESA.</p> <p>Text in Section 3.2 of the Drainage Report has been revised to clarify this matter.</p> <p>Section 6.2.1 of the EPR and Appendix C of the EPR states the same information as commented.</p> <p>The last sentence in Paragraph 2 in Section 3.2 of Appendix C Drainage Report has been added to read: “Watercourses in Bronte Creek, Fourteen Mile Creek, Sixteen Mile Creek, and Fletcher’s Creek tributaries are regulated by ESA.”</p>
MECP-49	MECP, Megan Eplett	February 6, 2020	N/A	MECP understands that clear span structures are proposed for the watercourses mentioned above and that all best management practices outlined in the Draft Guidance for Development Activities in Redside Dace Protected Habitat (MNR 2011) will be incorporated into the design. It is understood that at this time it is not proposed to realign any watercourses (or watercourse sections) that have been confirmed as habitat.	May 1, 2020	That is correct. Clear span structures with configuration of span and piers similar to existing adjacent 407 ETR structures are proposed for all watercourses sensitive to habitat of species at risk. No watercourse realigns are proposed for any of these cases. During Detail Design, Best Management Practices (BMPs) recommended by the Draft Guidance for development activities in Redside Dace protected habitat (MNR 2011) will be implemented where possible. No changes to the EPR.
MECP-50	MECP, Megan Eplett	February 6, 2020	N/A	<p>A 17(2)(c) Permit under Endangered Species Act will likely be required to complete the proposed works in regulated habitat for species at risk fish.</p> <p>In order to for a 17(2)(c) permit to be issued by the Minister the following legislated requirements must be satisfied:</p> <ol style="list-style-type: none"> i. the Minister is of the opinion that an overall benefit to the species will be achieved within a reasonable time through requirements imposed by conditions of the permit, ii. the Minister is of the opinion that reasonable alternatives have been considered, including alternatives 	May 1, 2020	Noted. Chapter 10 Commitments, Sections 10.1 and 10.3, as well as Table 10.1 of the EPR referred to permit requirements under the <i>Endangered Species Act</i> . No changes to the EPR.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<p>that would not adversely affect the species, and the best alternative has been adopted, and</p> <p>iii. the Minister is of the opinion that reasonable steps to minimize adverse effects on individual members of the species are required by conditions of the permit.</p> <p>Please be aware that permitting under the Endangered Species Act can be lengthy and it is advised that considerations be given to project alternatives, avoidance and mitigation measures and overall benefit compensation early in the process to prevent delays in the future.</p>		
MECP-51	MECP, Megan Eplett	February 6, 2020	N/A	<p>With regards to the terrestrial species at risk that have been confirmed on site (Butternut, Eastern Meadowlark, Bobolink, and Barn Swallow) there is the potential for authorizations to be required. As vegetation removals are planned as part of the proposed works species at risk bats should also be considered during the project team's assessment.</p> <p>MECP advises that efforts be made to avoid or mitigate potential impacts to these species and alleviate the need for authorizations. In the event avoidance and/ or mitigation is not possible to reduce impacts these species can be addressed through their specific exemptions requiring notice to be given on the registry.</p> <p>It is noted that the project team intends to undertake further field investigations for species at risk prior to construction and to further consult with MECP regarding species at risk and potential permitting requirements. MECP Biologists would be happy to discuss this project further and provide advice, as necessary.</p>	May 1, 2020	The comment is correct. Further field investigations and consultation with MECP (as warranted) will be undertaken prior to construction. No changes to the EPR.
NEC-1	Niagara Escarpment Commission, Kim Peters	February 5, 2020	N/A	<p>Dundas Street Alignment</p> <p>An objective of the NEP is to protect and where possible enhance natural heritage features and functions in order to maintain the diversity and connectivity of the Escarpment's continuous natural environment.</p> <p>The alignment sheets provided with the EPR do not indicate the presence of a watercourse located within the hedgerow between stations 16+820 and 17+100. (Site 6 tributary of Shoreacres Creek.) This watercourse is regulated by Conservation Halton. Portions of this hedgerow and watercourse also appear to be located within the NEP's Escarpment Natural Area designation. Based on alignment sheets 07 and 08, it appears that the transitway encroaches on these features, possibly within the NEP Area.</p> <p>Although the watercourse is acknowledged in the EPR, it is unclear from the EPR and alignment drawings how the watercourse will be impacted during and after construction. As a first step, the status of this watercourse should be confirmed with Conservation Halton.</p> <p>Because this watercourse and the associated hedgerow are partially within the Escarpment Natural Area designation, efforts should be made to maintain and/or enhance these features. In addition, hedgerows are an important component of the cultural landscape and should be maintained wherever possible. Therefore, the Transitway corridor and construction impacts should avoid the hedgerow and watercourse unless it can be demonstrated that there is no other alternative.</p> <p>NEC staff specifically requests that the project team investigate alternatives that avoid these features, including adjustments to road geometry.</p>	May 1, 2020	<p>Consultation with MNR and Conservation Halton (CH) on watercourses within the study corridor was conducted. The watercourse in alignment drawing Plate 8 between station 16+820 and 17+100 (Site 6 tributary of Shoreacres Creek) has been revised to be consistent with CH's records of regulated watercourses. MNR has classified this watercourse as warmwater and low sensitivity fish habitat. Based on the results of the field investigation, the watercourse constitutes indirect fish habitat from the gabion baskets upstream (located approximately 7m upstream of the 407 ETR crossing of the watercourse). From the gabion basket downstream, this watercourse becomes direct fish habitat. (Please see Appendix D of the EPR - Fish and Fish Habitat Report's Appendix B for a photo location of the gabion basket on Site 6.)</p> <p>As noted in Chapter 5 Preferred Alternative, Section 5.5.10 of the EPR, this watercourse is to be diverted and conveyed to cross the 407 Transitway through a box culvert with embedded natural substrate at station 17+000 approximately. At Detail Design stage, the watercourse and associated hedgerow features are to be relocated and enhanced with channel enhancement and fluvial geomorphology review or maintained where possible. Refer to Chapter 6 Mitigation, Table 6.9 Summary of Proposed In-Stream Work, Mitigation Measures and Net Environmental Effects. For Site 6 – a concrete box culvert is being proposed, which results in a permanent enclosure of approximately 600m² of indirect fish warmwater fish habitat, if it is upstream of the existing barrier (see Chapter 3 Existing Conditions, Section 3.1.5, page 3-6 of the EPR).</p> <p>A box culvert with embedded natural substrates has been proposed. Construction work will be done in the dry or any in-water works will be conducted within the warmwater timing window (July 1 to March 31). Proper erosion and sediment control measures and temporary drainage will be provided during construction. Disturbed surface will be revegetated and restored following post-construction restoration best management practices.</p> <p>The limit of Shoreacres Creek (BU05) has been revised Chapter 5 Preferred Alternative, Plate 8 of the EPR.</p>
NEC-2	Niagara	February 5,	N/A	Visual Impact: Appleby Station	May 1, 2020	Noted. As noted in Section 4.4.1 of Chapter 4 Identification and Evaluation Process of

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Escarpment Commission, Kim Peters	2020		<p>An objective of the NEP is to ensure that development preserves the scenic resources of the Escarpment and maintains Escarpment Related Landforms and the open landscape character of the Escarpment. NEC staff is concerned about protecting the scenic value of the Escarpment while travelling west along Highway 407 and north along Appleby Line. Although the existing carpool lot at Appleby Line is small in size and has limited visual impact, the proposed expansion of the parking lot may have a negative visual impact on long-range views to the Escarpment, including Mount Nemo to the northwest.</p> <p>Although this area has not been specifically identified as a cultural heritage landscape, Highway 407 provides a scenic corridor for views to the Escarpment, most notably between Tremaine Road and Dundas Street. The introduction of poorly designed development on the north side of Highway 407 within this corridor could easily compromise the quality of views to the Escarpment.</p> <p>As a result, the potential for negative visual impacts resulting from the expanded parking lot should be investigated from Highway 407 westbound and the Appleby Line overpass, heading northbound. NEC staff recommends that both the Landscape Design Report and the Cultural Heritage Assessment Report be revised to address these concerns and, if necessary, recommend practical mitigation strategies that contribute to maintaining the scenic value of views to the Escarpment along this corridor.</p>		<p>(EPR), the plan at Appleby is for the existing facility to continue as it presently exists. Expansion to the station will only take place in the future when and if demand warrants implementation. The EPR does not include any other type of development on the station site.</p> <p>Prior to construction, the final design of the facility will include aspects such as detailed landscaping plans to mitigate any visual impacts. To this effect a commitment has been added in Chapter 10 Commitments, Table 10.1 of the EPR.</p> <p>A commitment has been added to Chapter 10 Commitments, Table 10.1, under Built Heritage Resources and Cultural Heritage Landscapes to read: <i>"Once it has been determined that an expansion of the Appleby Station will be implemented, a landscape detail design plan will include provisions to maintain a scenic view of the Escarpment."</i></p>
NEC-3	Niagara Escarpment Commission, Kim Peters	February 5, 2020	Chapter 5	<p>Cutting, Filling and the Disposal of Excess Soil</p> <p>NEC staff notes that an Excess Materials Management Plan will be prepared as part of project implementation. Please note that the NEC discourages the disposal of excess soil in the NEP Area, in accordance with the landform conservation policies in the NEP. If such disposal is unavoidable, NEC Development Permits for the receiving site(s) will be required. The new excess soil regulation under the Environmental Protection Act also requires that any fill placed in environmentally sensitive areas (including Escarpment Protection and Natural Areas) meets Table 1 standards. In addition, the NEP stipulates that any soil placed on cropland or pasture must meet the definition of topsoil as per the <i>Municipal Act</i>.</p> <p>NEC staff requests that the restrictions on fill disposal in the NEP Area are specifically noted in the Excess Materials Management Plan, and that any contractors/haulers are informed of these restrictions.</p>	May 1, 2020	<p>Noted. Chapter 6 Mitigation, Section 6 of the EPR has been revised to address fill disposal restrictions.</p> <p>Chapter 6 Mitigation, Sections 6.2.1 and 6.3.1 and Table 6.6 and 6.10, under Physiography and Soils environmental value/criterion – text has been added to read: "In addition, the disposal of excess soil in the Niagara Escarpment Area will be avoided, in accordance with the landform conservation policies in the Niagara Escarpment Plan (NEP). If such disposal is unavoidable, Niagara Escarpment Commission (NEC) Development Permits for the receiving site(s) will be required. The On-Site and Excess Soil Management Regulation (O. Reg. 406/19) under the Environmental Protection Act also requires that any fill placed in environmentally sensitive areas (including Escarpment Protection and Natural Areas) meets Table 1 standards. Any soil placed on cropland or pasture must meet the definition of topsoil as per the <i>Municipal Act</i>."</p>
CH-1	Conservation Halton, Jonathan Pounder	February 6, 2020	N/A	<p>CH staff continues to work with the City of Mississauga and their consultant team on the Ninth Line Lands Scoped Subwatershed Study (SWS). This study will provide management recommendations for natural hazard and heritage features, as well as confirm the ultimate limits of flood plan hazards, including that the proposed natural corridor is sized sufficiently to contain any required natural hazard and heritage features. The SWS is still considered draft and is subject to change. Prior to CH being able to endorse the management recommendation of regulated features (e.g. wetlands and watercourses) or the SWM targets, staff will need to bring a report in support of the final SWS to our Board of Directors for endorsement. Given the interconnectedness with the proposed flood plan alterations and the proposed transitway, alignment changes may be required.</p>	May 8, 2020	<p>Noted. As stated in Chapter 10 Commitment, Section 10.2 of the EPR, further consultation and coordination during Detail Design will include Conservation Halton (CH). No changes to the EPR.</p>
CH-2	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C (Drainage)	<p>Once the detailed design phase commences, CH recommends that crossings and culverts be designed to ensure that there is no increase to flood or erosion risk. Specifically, it is recommended that:</p> <ol style="list-style-type: none"> Structures be sized to convey the regulatory storm and/or not increase the regulatory storm flood plain on adjacent lands; A fluvial geomorphic assessment be completed to inform the design of structures and ensure they are not susceptible to, nor increase, risk of erosion. It is recommended that structure be sized to accommodate the 100-year erosion rate and at a minimum be 3x channel bankfull width to allow for natural channel function and sediment transport. A slope stability assessment be completed for major crossings (e.g. the man Bronte Creek and Sixteen Mile Creek) to inform the design of structures and to ensure that erosion hazards are considered and appropriately mitigated. 	May 8, 2020	<p>Noted. As listed in Chapter 5 Preferred Alternatives, Table 5.12 of the EPR, and Table 5.6 of the Appendix C Drainage and Stormwater Management Report, crossings and culverts have been sized following MTO Highway Drainage Design Standards (HDDS) meeting MTO hydraulic criteria outlined in Section 5.1 of the Appendix C.</p> <ol style="list-style-type: none"> Noted. As described in Section 5.4.2 of the Appendix C, all proposed water crossing structures have the capacity to convey the regulatory storm without overtopping the runningway. Channel modification within the Transitway right-of-way (ROW) on select watercourses is recommended to minimize impacts to floodplain on adjacent lands. Section 5.4.2 of the Appendix C recommends that fluvial geomorphic studies to be completed at crossings where channel modification is proposed at Detail Design. Structure size requirements are to be further evaluated at later design

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<p>stages considering erosion rate and bankfull width.</p> <p>c. Noted. Section 5.5.3 of the EPR and Section 5.4.2 of the Appendix C have been revised accordingly.</p> <p>The following text has been added to Chapter 5 Preferred Alternatives, Section 5.5.3 of the EPR and Section 5.4.2 of the Appendix C to read: "Slope stability assessment is to be completed for major crossings to inform the design of structures and to ensure that erosion hazards are considered and appropriately mitigated."</p>
CH-3	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C (Drainage)	There are several regulated features along the transitway alignment that were not considered within the EPR. These features should be identified, and potential impacts evaluated and mitigated. Comments specific to the preferred alignment figures (Section 5) have been provided in Appendix A of this letter. Electronic data pertinent to these regulated features can be provided upon request. (e.g. watercourse layer, flood plan, estimated erosion hazard limits).	May 8, 2020	<p>Noted. EPR plates and Appendix C Drainage and Stormwater Management Report have been updated accordingly to include the additional regulated watercourses.</p> <p>Plate 9, 10, 11, 12, and 13 in Chapter 5 Preferred Alternatives of the EPR and Figure A.1 and A.5 of the Appendix C have been updated to include the regulated features referred by Conservation Halton in Appendix A of the letter.</p>
CH-4	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C (Drainage)	The EPR should include recommendation for the detailed design phase, stating that natural channel design should be incorporated into the realignment of the tributary of Shoreacres Creek at the Dundas Street Station; to tie into the realigned channel through the residential subdivision.	May 8, 2020	<p>Noted. As recommended in Chapter 5 Preferred Alternatives, Section 5.5.10 of the EPR and Section 9 of the Appendix C Drainage and Stormwater Management Report, channel enhancement will be incorporated to realign the Shoreacres Creek for Dundas Street station. Further clarification has been added accordingly.</p> <p>Chapter 5 Preferred Alternatives, Section 5.5.10 of the EPR and Section 9 of the Appendix C have been updated to read: "Natural channel design will be incorporated into the realignment of the tributary of Shoreacres Creek at the Dundas Street Station."</p>
CH-5	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 1 & 2</u> : The Upper Rambo Creek is conveyed through a storm pipe within the norther/western portion of 407 ROW (from STA 13+600.00 beyond the limit of the contract at STA 12+600.00) in the location of the proposed transitway alignment. The EPR should consider this existing condition and should identify that flow conveyance will be maintained.	May 8, 2020	<p>Noted. Summary of Section 3.2 in Appendix C describing the existing condition of storm trunk for Rambo-Hager creek diversion as crossing N01 has been added. The proposed Transitway is not in conflict with the existing storm trunk, therefore the flow conveyance will be maintained.</p> <p>Section 5.1.3 in Chapter 5 Preferred Alternatives has been updated to read: "Notably, N01 is a large concrete storm trunk designed for Rambo- Hager creek diversion. It starts from south of Upper Middle Road collecting road runoff from 407 ETR and runs to the south parallel to ETR while intercepting stormwater drainage from adjacent residential areas. The outlet is located north of North Service Road where it crosses the ETR and drains into the Hager Creek. As the propose transitway is not in conflict with the storm trunk, existing flow conveyance at N01 will be maintained."</p>
CH-6	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 8</u> : The limit of Shoreacres Creek (BU05) is not accurately illustrated. This regulated watercourse runs along the Transitway alignment from approximately STA 16+900.00 to STA 17+050.00. Consideration should be given for an alignment modification to minimize impacts to this feature and the associated flood plain.	May 8, 2020	<p>Noted. Plate 8 in Chapter 5 has been modified accordingly.</p> <p>The limit of Shoreacres Creek (BU05) has been modified in Plate 8 in Chapter 5 Preferred Alternatives.</p>
CH-7	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5 Appendix C (Drainage)	<u>Plate 9</u> : This is an additional regulated watercourse associated with Shoreacres Creek (BU07) near STA 18+000.00, which should be illustrated on this figure and included within Appendix C.	May 8, 2020	<p>Noted. Plate 9 in Chapter 5 of the EPR has been modified accordingly. The Appendix C Drainage and Stormwater Management Report has included the regulated watercourse in Figure A.1 and Figure A.5.</p> <p>Plate 9 in Chapter 5 Preferred Alternatives of the EPR have been updated to include the watercourse.</p>
CH-8	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 10</u> : The flood plain associated with Appleby Creek is fairly extensive (extends from approximately STA 18+350.00 to 18+500.00). To the extent possible, consider an alignment medication to minimize impacts to the flood plain.	May 8, 2020	<p>The alignment has minimized impacts on the existing flood plain to the extent possible.</p> <p>No changes to the EPR.</p>
CH-9	Conservation	February 6,	Chapter 5	<u>Plate 11</u> : There is an additional regulated watercourse associated with Appleby Creek (BU09) near STA 18+900.00,	May 8, 2020	<p>Noted. Plate 11 in Chapter 5 of the EPR and Appendix C has been updated</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Halton, Jonathan Pounder	2020		which should be illustrated on this figure and included within Appendix C.		accordingly. Plate 11 in Chapter 5 Preferred Alternatives of the EPR and Figure A.1 and Figure A.5 of the Appendix C Drainage and Stormwater Management Report have been updated to include the watercourse.
CH-10	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 12</u> : There are three additional regulated watercourses within valleys over 2m in height that are associated with Sheldon Creek (BU10) near STA 19+430, STA 19+600 and STA 19+650, which should be illustrated on this figure and included within Appendix C.	May 8, 2020	Noted. Plate 12 in Chapter 5 of the EPR and Appendix C has been updated accordingly. Plate 12 in Chapter 5 Preferred Alternatives of the EPR and Figure A.1 and Figure A.5 of the Appendix C Drainage Report have been updated to include the watercourses.
CH-11	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 13</u> : There are three additional regulated watercourses with Sheldon Creek (BU12) near STA 20+130.75, which should be illustrated on this figure and included within Appendix C.	May 8, 2020	Noted. Plate 13 in Chapter 5 of the EPR and Appendix C has been updated accordingly. Plate 13 in Chapter 5 Preferred Alternatives of the EPR and Figure A.1 and Figure A.5 of the Appendix C Drainage and Stormwater Management Report have been updated to include the watercourse.
CH-12	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate 43 to 53</u> : The transitway within this study area falls within the Ninth Line Lands Scoped SWS are. As indicated above, this study is not yet complete and may necessitate amendments to the currently proposed transitway alignment.	May 8, 2020	Noted. No changes to the EPR.
CH-13	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate S-2A</u> : The future parking area design should consider Sheldon Creek BU12.	May 8, 2020	Noted. No changes to the EPR.
CH-14	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate S-3A</u> : There is a Provincially Significant Wetland (PSW) associated with OW10. Where feasibly, it is recommended that infrastructure and the station maintain a 30m setback.	May 8, 2020	Noted. The station site preliminary design is considering the 30m setback. A commitment has been added in Chapter 10 Commitments, Table 10.1 of the EPR to read: "During the Detail Design phase, precise limits of floodplains and water channels adjacent to station facilities will be defined. Station design will be adjusted to maintain where possible minimum setback of 30m from bankfull channels of coldwater/coolwater watercourses and 15m from bankfull channels of warmwater batfish watercourses."
CH-15	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 5	<u>Plate S-3A & S-3-C</u> : Where station facilities are located adjacent to watercourses it is recommended that the facilities maintain a minimum setback of 30 metres from the bankfull channel of any coldwater/coolwater watercourse and warmwater sportfish watercourse, and 15 metres from the bankfull channel of any warmwater batfish watercourse to avoid potential impacts of development on fish habitat, where possible. Consider revisiting the station design to accommodate these setbacks along OW10 and OW11.	May 8, 2020	Noted. The station site preliminary design is considering the 30m setback. A commitment has been added in Chapter 10 Commitments, Table 10.1 of the EPR to read: "During the Detail Design phase, precise limits of floodplains and water channels adjacent to station facilities will be defined. Station design will be adjusted to maintain where possible minimum setback of 30m from bankfull channels of coldwater/coolwater watercourses and 15m from bankfull channels of warmwater batfish watercourses."
CH-16	Conservation Halton, Jonathan Pounder	February 6, 2020	Chapter 3, Chapter 6, Appendix D	Section 3 – Existing Conditions, pg. 2-19/Section 6 – Mitigation, pg. 6-8/ Appendix D: Section 5.4 – Sensitivity/Significance, pg. 49 : It is recommended that the federal designation of Silver Shiner be revised to "Threatened" and Schedule 1 under SARA. We recommend consultation with DFO and updating the mitigation measures to reflect this.	May 8, 2020	Noted. Chapter 3 Existing Conditions and Chapter 6 Mitigation of the EPR and Appendix D were revised to correct the federal designation of Silver Shiner. Chapter 3 Existing Conditions and Chapter 6 Mitigation of the EPR and Appendix D were revised to correct the federal designation of Silver Shiner.
CH-17	Conservation Halton, Jonathan Pounder	February 6, 2020	Executive Summary	Executive Summary, Corridor Drainage, page viii : Consider conveyance of the Regional Storm for storm trunk capacity analysis.	May 8, 2020	As noted in Section 6.1 of the Appendix C Drainage and Stormwater Management Report the storm trunk is designed to convey 100-year flow following HDDS, SD-1. Check Flow and Regional Storm will be used to calculate the maximum depth of flooding at the sag following HDDS, SD-7 at later design stages. A commitment has been added to Appendix C and Chapter 10 Commitments. A commitment has been added in Appendix C and Chapter 10 Commitments, Table

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						10.1 of the EPR to read: "Major and Minor Systems for Corridor Drainage will be designed and evaluated following MTO Highway Drainage Design Standards with roadway cross section design during the final design/construction phase."
CH-18	Conservation Halton, Jonathan Pounder	February 6, 2020	Executive Summary	Executive Summary – Hydraulic Analysis, pg. viii/ Section 5.4 – Hydraulic Analysis, Pg. 25, and Tables E.2. and 5.6: The hydraulic design is said to minimize impacts to upstream and downstream systems based on headwater level increases of no more than 0.3m within the TW4 4 ROW. Table E.2; however, identifies increases greater than 1m to the proposed Regional HWL for several crossings. As stated in key comments it is recommended that crossing designs be refined to demonstrate no increased flooding and erosion hazards on adjacent lands.	May 8, 2020	As further noted in the Section 5.4.2 of the Appendix C Drainage and Stormwater Management Report that significant headwater level increase occurs at crossing BU06. Crossing design could be refined with regrading upstream streambed within the Transitway ROW, to minimize the headwater level increase at later design stages. However, a detailed geomorphology study to be conducted during Detail Design will be required for the design. A commitment has been added to Appendix C and Chapter 10 Commitments. A commitment has been added in Appendix C and Chapter 10 Commitments, Table 10.1 of the EPR to read: "Streambed regrading within the TWY4 ROW will be considered to minimize increase in upstream headwater level with a detailed geomorphology study that clarifies the impacts on sediments transportation and deposition of the proposed design."
CH-19	Conservation Halton, Jonathan Pounder	February 6, 2020	Executive Summary	Executive Summary, 407 Transit Stations, pg. ix: Where feasible without changing drainage boundaries, consider combining runoff from the TWY 4 ROW and transit stations to sustain a permanent pool within the SWM facilities.	May 8, 2020	Noted. A commitment has been added to Appendix C and Chapter 10 Commitments. A commitment has been added in Appendix C and Chapter 10 Commitments, Table 10.1 of the EPR to read: "During the final design/construction phase, combining runoff from TWY4 ROW and transit stations will be considered where feasible without changing predevelopment boundaries to sustain permanent pool."
CH-20	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C	Section 2.1.2. Stream Flow Statistics, Table 2.1, pg. 6 and last paragraph of pg. 19: There are inconsistencies between the report and CH's flood plain models. At detailed design it is recommended that drainage areas and peak flow rates be revisited and confirmed.	May 8, 2020	Noted. As described in Section 5.3.1 of the Appendix C Drainage and Stormwater Management Report; design flows have been proposed through hydrologic analysis following MTO Drainage Management Manual. As clarified in Section 2.1.2 and Section 5.2.1, the flows presented in Table 2.1 are different from those presented in Table 5.3. The difference is due to variance in calculation methods, assumptions, and streamflow cross section locations. Stream flow statistics is extracted from stream flow stations located further upstream or downstream of the proposed Transitway for year 2019. The peak flow from regional storm extracted from CH's flood plain models is calculated at the streamflow cross section immediately upstream of the proposed Transitway for year 2019. The design flows listed in Table 5.3 are based on future storm for year 2094 following MTO guidelines. A commitment has been added to Appendix C and Chapter 10 Commitments. A commitment has been added in Appendix C and Chapter 10 Commitments, Table 10.1 of the EPR to read: "During the final design/construction phase, drainage boundaries will be verified to confirm design flow rates, following MTO Design Guidelines."
CH-21	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C	Section 5.2.2, Tables 5.2 and 5.3, pages 18-19: There are discrepancies between CH's data and those presented in this section. At detailed design it is recommended that drainage area and flow values be verified.	May 8, 2020	Noted. Please refer to Comment CH-20 Proposed Changes.
CH-22	Conservation Halton, Jonathan Pounder	February 6, 2020	Appendix C	Section 5.4.2 Hydraulic Analysis Results, Table 5.7, page 28: A 2- cell concrete box is proposed for cross upgrades in several locations. Consider single cell structures to facilitate natural channel functions, where feasible.	May 8, 2020	Noted. A commitment has been added to Appendix C and Chapter 10 Commitments. A commitment has been added in Appendix C and Chapter 10 Commitments, Table 10.1 of the EPR to read: "Single cell structures to facilitate natural channel functions will be considered as alternatives to 2-cell structures where feasible during final design/construction phase."
CH-23	Conservation	February 6,	Appendix E	Section 3.2 Vegetation and Vegetation Communities – Displacement of and/or Disturbance to Vegetation	May 8, 2020	Noted. Appendix E Section 3.2 first paragraph under Displacement of and/or

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Halton, Jonathan Pounder	2020		and Vegetation Communities, pg. 92: Was the first paragraph of this section inadvertently included, as it does not add value to the evaluation of impacts presented in the remainder of this section?		Disturbance to Vegetation and Vegetation Communities section has been revised to delete text that was meant internally for the project team. Appendix E Section 3.2 first paragraph under Displacement of and/or Disturbance to Vegetation and Vegetation Communities section has been revised to delete text that was meant internally for the project team.
HR-1	Regional Municipality of Halton, Wen Xie	February 6, 2020	N/A	It is note that reference to figures and tables is missing throughout the report. Please update.	April 17, 2020	Noted. Figures and tables have been updated.
HR-2	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 1, Section 1.5.2.6	Please update the description of Halton Region Official Plan and Transportation Master Plan as provided in track changes in the attached document.	April 17, 2020	Noted. Text has been updated in Chapter 1 Introduction, Section 1.5.2.6 of the EPR. Chapter 1 Introduction, Section 1.5.2.6 Region of Halton Official Plan and Transportation Master Plan (2011) has been updated to read: "The Halton Region Official Plan and Transportation Master Plan to 2031 (2011) entitled "The Road to Change" was guided by the "Big Move" Metrolinx Regional Transportation Plan for the Greater Toronto and Hamilton Area. The Regional Official Plan Review commenced in 2014 with Phase 1: Directions Report completed in October 2016. Phase 2 is currently ongoing and is planned to be completed in early 2020. The Plan recognizes the need to develop a balanced transportation system that places a higher emphasis on the use of public transit to accommodate increasing travel demand in the Region. This plan recognizes the purpose of the Parkway Belt West Plan to accommodate future linear facilities for transportation. The study area is identified as a 'Higher Order Transit Corridor' (Map 3 Functional Plan of Major Transportation Facilities). These corridors are intended to serve inter-municipal and inter-regional travel demands by public transit. The TMP identified the need to transition to a more balanced transportation network that supports all modes of transportation in order to accommodate increased travel demands. The preferred transportation strategy for Halton Region to 2031 included recommendations and initiatives to support the shift toward a multi-modal approach to transportation, including providing additional capacity in the Regional roadway network, active transportation, transportation demand management, and transit."
HR-3	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 2, Section 2.3.2.1, Figure 2.6	Please provide the source of the Planned New Rapid Transit Infrastructure (2016-2041). Please note that Figure 2.6 and the model do not reflect the Region's planned transit network in 2041.	April 17, 2020	The Planned Rapid Transit Infrastructure (2016 – 2041) used in the ridership model was prepared for this study based on the current Metrolinx RTP which includes future transportation plans being considered by Metrolinx such as the James Snow Parkway Extension. If the Region has plans not included in the map, please forward the information to be included in the map as Municipal Plans. No changes to the EPR.
HR-4	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 3, Page 3-94	Please update the description of Halton Region Official Plan as provided in track changes in the attached document.	April 17, 2020	Noted. Text has been updated in Chapter 3 Existing Conditions, Section 3.2 of the EPR. Chapter 3 Existing Conditions, Section 3.2 Region of Halton Official Plan has been updated to read: "According to Census Canada (Statistics Canada, 2016), Halton Region has a population of approximately 548,435 (increased approximately 9.3% from 2011). A Place to Grow Growth Plan for the Greater Golden Horseshoe has identified growth projections for the Region of Halton, including a total of 820,000 residents and 390,000 jobs by 2031. The Region of Halton Official Plan was adopted by Regional Council in 2009 and approved with modifications by the Ministry of Municipal Affairs in 2011. The Ministry approval was appealed to the Ontario Municipal Board (OMB) and has been the subject of the OMB board hearing process since 2012 through 2017. Several decisions have been made by the OMB in 2014, 2015, 2016, 2017 on the basis of the approvals

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<p>of amendments, which have been reflected in the Interim Office Consolidation (2018) of Regional Official Plan. The Region commenced the Municipal Comprehensive Review process in 2014 with Council endorsement of the Phase 1 Directions Report and work plan. The Regional Official Plan Review (ROPR) includes three (3) phases: Phase 1: Directions Report which was completed in October 2016. Phase 2: Research, Analysis and Discussion Papers and Phase 3: Policy Directions and Official Plan Amendment.</p> <p>The study area is located along the 407 ETR corridor, which is designated as a provincial freeway in the Official Plan. The study area is generally located within the 'Urban Area', the 'Regional Natural Heritage System', and 'Greenbelt Natural Heritage System' (Figure 3). Most of the study area is located within the Built Boundary, as defined in the Growth Plan for the Greater Golden Horseshoe and the Parkway Belt West Plan area (Appendix A). The study area between Dundas Street and Appleby Line, and west of Tremaine Road to Ninth Line is located both within and outside of the Region's Urban Area. In addition, lands that are part of the Ninth Line study area are identified under the 'Agricultural Area' and 'Regional Natural Heritage System' land use designation, outside of the Urban Area.</p> <p>Agricultural Area includes areas that maintain a permanently secure, economically viable agricultural industry and preserve the open-space character and landscape of Halton's non-urbanized areas.</p> <p>Urban Area includes those areas that have urban services that can accommodate concentrations of existing and future development.</p> <p>Regional Natural Heritage System includes the system of connected natural areas and open space needed to preserve and enhance the biological diversity and ecological diversity and ecological functions within Halton Region (Halton Official Plan; 51(3)).</p> <p>All lands designated as Greenbelt Natural Heritage System in the Official Plan are subject to the policies of the Greenbelt Plan as well as the policies of the Official Plan. In general, the Region's Official Plan promotes the integration of transit and active transportation into the planning of the region. The Halton Region Official Plan states that it is committed to developing a balanced transportation system that reduces dependency on vehicles; includes a safe, convenient, accessible, affordable and efficient public transportation system that is competitive with the private automobile; and promotes active transportation.</p> <p>The study area is identified as a 'Higher Order Transit Corridor' under Map 3 Functional Plan of Major Transportation Facilities of the Halton Region Official Plan. These corridors are intended to serve inter-municipal and inter-regional travel demands by public transit. These corridors are often located along areas identified as an Intensification Corridor that can support transit-supportive, mixed use, high density development. High Order Transit Corridors accommodate higher order transit and serve to connect Urban Growth Centres and Mixed-Use Nodes. A Mobility Hub is located at the west end of the Transitway (near Brant Street and Plains Road East along the CNR), and a Proposed Major Transit Station is proposed near the east end, in the Town of Milton (Trafalgar Road and Derry Road near CPR). While the Mobility Hub and Proposed Major Transit Station are located outside the study area, the 407 Transitway will help to meet the goal of connecting these key areas with higher order transit".</p>
HR-5	Regional Municipality of	February 6, 2020	Chapter 3, Section 3.3.1	Please note that the description of the Dundas Road is incorrect. Please update the description to reflect that Dundas Street is a six-lane road from Bronte Road to Winston Churchill Boulevard in Halton.	April 17, 2020	Note. The Dundas Street description has been updated in Chapter 3 Existing Conditions, Section 3.3.1 of the EPR.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Halton, Wen Xie					Chapter 3 Existing Conditions, Section 3.3.1 has been modified to read: "Dundas Street – A six-lane east to west arterial road. It is connected directly to 407 ETR through a partial cloverleaf interchange crossing over 407 ETR. The road connects Toronto to Mississauga, Oakville and Burlington."
HR-6	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 5, Section 5.2.1.5	Please note that through the Region's Defining Major Transit Requirements (DMTR) Study, Dundas Street from Brant Street to Bronte Road was identified as a Priority Bus Corridor in 2031 and 2041, and Dundas Street from Bronte Road to the Peel/Halton Boundary was identified as a Priority Bus Corridor in 2031 and BRT in 2041.	April 17, 2020	Noted. No changes to the EPR.
HR-7	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 5, Section 5.6	Please note that should utility conflicts arise; the Region expects that there will be an opportunity to collaborate with the MTO to ensure there is a mutually agreeable outcome for both parties. As such, please update the text as follows:	April 17, 2020	Agreed. Chapter 5 Preferred Alternative, Section 5.6 has been edited accordingly. Last paragraph of Chapter 5 Preferred Alternative, Section 5.6 of the EPR edited to read: "In case the regional and local municipalities propose future water and sewer services that may affect the 407 Transitway proposed facilities, MTO will allow time to discuss and coordinate solutions with the corresponding municipality or agency as early as possible".
HR-8	Regional Municipality of Halton, Wen Xie	February 6, 2020	Chapter 6, Page 6-4	Similar to any proposed development, a more detailed traffic analysis must be undertaken to assess the impacts of the proposed stations and facilities on the existing and planned multi-modal road network and detailed mitigating measures identified in consultation with the impacted municipalities.	April 17, 2020	As stated in the EPR, construction timing of the 407 Transitway runningway and station facilities is uncertain at this time. A detailed traffic impact analysis, considering the land use and transportation development at the time of construction will be conducted as part of the Detail Design phase as stated in Chapter 10 Commitments, Table 10.1 under Transportation. No changes to the EPR.
BUR-1	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Executive Summary	E.2 - Please provide additional detail regarding the subsequent study to determine the Burlington Terminus. Has a timeline for study-kick off been determined? Can an approximate study commencement be included in the EPR for the purposes of providing clarity around next steps?	February 19, 2020	A future study addressing the west terminus of the 407 Transitway is not part of this ongoing 407 Transitway study and is therefore not addressed in the EPR. Please discuss this matter separately with MTO. No changes to the EPR.
BUR-2	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Executive Summary	E.2.3 - Please provide details as to preferred location of the new facility.	February 19, 2020	Chapter 4 – Section 4.5 "Screening of Maintenance and Storage Facility (MSF) Locations" provides details as to the preferred location of the new MSF. A paragraph has been added in Section E.2.3 of the Executive Summary. Paragraph added in Section E.2.3 of the Executive Summary reads: "The support MSF will be located in the Bronte Road area. The screening process of potential locations is included in Chapter 4 (Section 4.5). The description of the yard is included in Chapter 5 (Section 5.3).
BUR-3	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 2	Staff support the Enhanced Service Concept and are pleased to see that this concept is being brought forward. While Section 2.6.1 speaks to the service extending to Downtown Burlington as it is identified as an Urban Growth Centre; staff note that significant opportunity exists to connect the enhanced service with the Burlington GO Mobility Hub and Major Transit Station Area. While the Burlington GO Mobility Hub is not within the UGC boundary, it is adjacent to the Downtown and is a significant transit hub within the city. Please refer to Schedule B – Urban Structure of the Burlington Adopted Official Plan (April 2018) for details.	February 19, 2020	Noted. No changes to the EPR.
BUR-4	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 2	Regarding Section 2.6.3, staff would like further details supporting the statement that eliminating park-and-ride at Appleby Station would cause demand to shift to adjacent stations at Bronte and Dundas. Please clarify if this is a positive / negative or neutral statement.	February 19, 2020	If one station is eliminated, it is logical to assume that some of the potential park and ride users of that particular station would travel a greater distance to an alternative Transitway station for park and ride service adding travel time to their commute. Consequently, this should be considered a negative impact to those users. No changes to the EPR.
BUR-5	City of	February 6,	Chapter 2	Section 2.6.4, staff will withhold final commentary until the results of the sensitivity analysis are provided. Given	February 19, 2020	Noted. Expansion of the existing Appleby carpool is proposed as a future facility as

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Burlington, Kaylan Edgcumbe	2020		previously documented concerns surrounding the proposed expansion/intensification of the Appleby Station (letter correspondence dated June 11, 2018 and July 25, 2019), staff recommend that the majority of park-and-ride activity occur at the Dundas Station and that the Appleby Station be provided as secondary parking, when and if required.		described in Chapter 4 (Section 4.4.1) of the EPR. No changes to the EPR.
BUR-6	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 4	Table 4.1, staff note that there are no current plans to extend Burlington local transit north on Appleby Line to access the Appleby Station. Transit accessibility was a primary factor in the city's preference for the Dundas Station and documented in previous correspondence.	February 19, 2020	Noted. No changes to the EPR.
BUR-7	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 4	Staff agree with the summary of the station node screening as presented in Section 4.4.1. However, clarity is required to confirm that the Dundas Station would be implemented first, with the Appleby Station implemented later, when and if required.	February 19, 2020	Section 4.4.1 clearly states that the Appleby Line Station is planned as a future facility when demand warrants implementation. No changes to the EPR.
BUR-8	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 4	Staff provide the following initial comments in relation to the preliminary evaluation of alternatives. Please note that final comments will be provided after the materials have been made available to the public / reviewed by staff in Capital Works, Burlington Transit and Burlington Economic Development Corporation. <ul style="list-style-type: none"> ▪ Table 4.3 Segment S1 Dundas Street Station Options – staff support Option B1 recognizing that a pedestrian bridge over the 407 ETR is required to access the 407 Transitway platforms. ▪ Table 4.4 Segment S1 Alignment Alternatives - in principle, staff support Alternative 1 but would like an opportunity to review plans in greater detail. Staff note that just north of the 407 ETR – Dundas Street interchange, an interlining access road is proposed to connect Dundas Street to the 407 Transitway for the purposes of providing local and regional transit agencies opportunity to access the 407 Transitway runningway. ▪ Table 4.5 Segment S2 Appleby Line Station Options – in principle, staff support Option A over Option B as the preferred option mitigates unacceptable impact to the Alton Business Park development. Staff have previously identified concerns with future intensification, expansion and/or servicing of the existing carpool lot north of the 407. The Dundas Station location continues to be preferred over a station at Appleby Line. ▪ Table 4.6 Segment S2 Alignment Alternatives – as presented, staff agree with the selection of Alternative 1 as it mitigates the conflict with the Parkway Belt Utility Corridor. However, staff would like to see the EPR include a discussion around why a south side alignment within a reduced right-of-way was not considered / brought forward for further consideration (please refer to the correspondence dated November 6, 2018 where the City requested consideration of a south side alignment within a 30-metre right of way). 	February 19, 2020	All comments noted. Regarding the south alternative of Segment 2 (between Dundas Street and Appleby Line), the alignment overlaps with the Parkway Belt Utility Corridor (disregarding the right of way width). This is clearly illustrated in Figure 4.6 and described in Table 4.7 of Chapter 4. Note that this was explained in detail in a letter to the Director of Transportation Services of the City, dated on August 26, 2019. No changes to the EPR.
BUR-9	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 5	Section 5.2.1.4 Dundas Street Station – please note that the Dundas Street Station is accessed via Palladium Way (opposite Northampton Boulevard). In addition, note that Halton Region's "Defining Major Transit Requirements in Halton" (Report No. LPS45-19/PW-18-19) identifies the existing commuter parking lot as a proposed Regional Transit Node. The future implementation of BRT service on Dundas Street is not a City-led initiative. Further discussion with Burlington Transit staff is required.	February 19, 2020	Noted. No changes to the EPR.
BUR-10	City of Burlington, Kaylan Edgcumbe	February 6, 2020	Chapter 5	Appleby Line Station – please provide justification for the required / provided 310 parking stalls and confirm if the parking is in addition to what is currently provided in the MTO carpool parking lot (105 existing stalls).	February 19, 2020	The total potential park and ride demand of 310 stalls was derived from the 2041 ridership model. The capacity of the existing carpool (105) will be sufficient until demand warrants extension of the facility. No changes to the EPR.
TO-1	Town of Oakville, Asadullah Yousfani	February 4, 2020	N/A	Re Technical Resource Group Meeting #2 presentation slide 11 – the planned Trafalgar Road BRT is shown as a "Route Variant". Why are the other future BRT lines – namely, Dundas Street (East and West) and Bronte Road, not also shown as Route Variants? These project s are all listed within the Metrolinx Frequent Rapid Transit Network (FRTN).	February 19, 2020	Route variants are proposed bus services that are not currently part of the Regional Transportation Plan but have been added to the network as part of this project. These potential routes were added as potential interlining services that would take advantage of the Transitway for longer-distance trips. The demand forecasting model for the Transitway study also includes in its base assumptions, all project s in the RTP, including Dundas East and West and Bronte Road lines.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
TO-2	Town of Oakville, Asadullah Yousfani	February 4, 2020	N/A	A station at Neyagawa Blvd in Oakville was shown in previous concept plans. There are now only two stations in Oakville – Bronte and Trafalgar. A station at Neyagawa Blvd as an important connection within the planned Urban Core intensification at Neyagawa. There is also the planned future southerly extension of James Snow Parkway to connect with Neyagawa Blvd at this location. The Neyagawa Blvd station needs to be reinstated.	February 19, 2020	<p>No changes to the EPR.</p> <p>As described in Chapter 4 (Section 4.4) of the EPR, ridership was among a number of considerations used to assess station justification. In the case of the Neyagawa Boulevard node, the results of the demand model assessment indicate low potential ridership. Land availability was another major reason for not carrying forward a station at this location as the only potential station site is located on private land within the NOESP development area.</p> <p>The Planned Rapid Transit Infrastructure (2016 – 2041) used in the ridership model, was prepared based on the current Metrolinx RTP and includes future transportation plans such as the James Snow Parkway Extension.</p> <p>No changes to the EPR.</p>
TO-3	Town of Oakville, Asadullah Yousfani	February 4, 2020	Chapter 5	Re the Preferred Alignment Alternative Segment 5: The runningway to the east of Neyagawa boulevard shifts south to within the North Oakville East Secondary Plan (NOESP) lands. This shift of the runningway negatively affects the availability of lands in the NOESP and needs to be shifted north.	February 19, 2020	<p>The slight shift of the alignment to the south, east of Neyagawa Boulevard is a necessary refinement to address alignment geometry matters.</p> <p>It must be pointed out that the overall refinement of the Transitway alignment through Oakville will reduce the previously protected 60m corridor and will release a substantial amount of land for NOESP development. Further, the elimination of Neyagawa Boulevard Station is also releasing land for development.</p> <p>No changes to the EPR.</p>
HH-1	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	N/A	From a land use planning perspective, it would be critical to note that the area north/south of Steeles, between 8th Line and Winston Churchill, is expected to develop in the near future for employment uses. In addition, the area along Winston Churchill, between north of the Premier Gateway to 10 SR, has been designated by the Region of Halton as a Future Strategic Employment Area, which means that these are lands suitable for employment uses and should be protected for future employment needs. Future land uses should be considered when evaluating connections to the Town of Halton Hills. Therefore, for Halton Hills, it is imperative that the evaluation of the Transit Way alternatives considers future land uses and connections to this area in the Town of Halton Hills.	April 17, 2020	<p>The 407 Transitway is a spine rapid transit service running on an exclusive right-of-way along the Highway 407 ETR corridor, with station facilities in key locations that will provide opportunities for other local and regional transit services to integrate with the trans- regional 407 Transitway.</p> <p>Station locations were identified and evaluated based on ridership forecasts, land availability, accessibility, environmental considerations and spacing between stations, as explained in Chapter 4 Identification of Alternatives and Evaluation Process, Section 4.4 of the EPR. The municipal transit agencies are encouraged to plan their routes to connect existing and future land use developments to the selected 407 Transitway stations.</p> <p>No changes to the EPR.</p>
HH-2	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	N/A	<p>The proposed elimination of Winston Churchill Station should be re- evaluated.</p> <ul style="list-style-type: none"> ▪ The area along Steeles between Eight Line and Winston Churchill is expected to develop in the near future as a prestige industrial area providing employment opportunities for resident within the GTA. The Winston Churchill Station would have provided opportunities to connect to the Premier Gateway employment area and the future 401/407 GTA West interchange. ▪ The project should consider opportunities to enhance north/ south connections in this area. The removal of this station from the preferred alignment alternative hinders any opportunities to connect to future transit in the Town of Halton Hills. ▪ A Station between Derry Road and Mississauga Road should be included to address future transit needs in the area and provide a future connection to the proposed GTA West Transit Corridor. If the intent is for the Lisgar GO Station to provide this connection, this should be clarified under Chapter 5 (Final Project Description). 	April 17, 2020	<p>As described in Chapter 4 Identification of Alternatives and Evaluation Process, Section 4.4 of the EPR, the reasons for not carrying forward a station facility at Winston Churchill Boulevard are the following:</p> <ul style="list-style-type: none"> ▪ Insufficient land available, partially located in Hydro Corridor. Site constrained by Bram West Parkway plans; ▪ Major access issues from 407 ETR and local road network to the only potential site; ▪ Potential users will have access opportunity to the 407 Transitway at Mississauga Road Station, located only 2.5 km away as an option. The existing Lisgar GO Station has also been identified as a 407 Transitway Station when the runningway in this section is built. <p>The station between the Derry Road and Mississauga Road stations will be located at the Lisgar GO Station as described in Chapters 4 and 5 of the EPR.</p>

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						No changes to the EPR.
HH-3	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	Chapter 1	Include Under Section 1.5.2.9 - initiatives such as Town of Halton Hills Transit Strategy and the Premier Gateway Employment Area Secondary Plans to reflect the information included under Appendix I section 2.12 (Table 5).	April 17, 2020	Information has been included in the EPR. Chapter 1 Introduction, Section 1.5.2.9 Town of Halton Hills has been expanded to include the Town of Halton Hills Transit Strategy and Premier Gateway Employment Area.
HH-4	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	Chapter 3	Existing and Future Conditions (Page 3-106 Town of Halton Hills)- It should be noted that the area along Steeles (north and South between Eight Line and Winston Churchill) is designated for employment uses. The expectation is for the area to develop as a strategic location that will provide employment opportunities to resident in the Region of Halton and the rest of the GTA.	April 17, 2020	Noted. Information added in Chapter 3 Existing Conditions, Section 3.2 Chapter 3 Existing Conditions, Section 3.2 Town of Halton Hills Official Plan has been modified to read: "...within the vicinity of the 407 Transitway study area, the lands along Steeles Avenue (north and South between Eight Line and Winston Churchill) are designated for employment uses. The expectation is for the area to develop as a strategic location that will provide employment opportunities to resident in the Region of Halton and the rest of the GTA."
HH-5	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	Chapter 4, Table 4.17	The evaluation should consider the Town of Halton Hills Official Plan and also Council endorsed plans such as the Premier Gateway Phase 1B Secondary Plan and the development of the future Premier Gateway Phase 2B Secondary Plan (which will be commencing this year).	April 17, 2020	Please refer to the response to Comment HH-1. No changes to the EPR.
HH-6	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	Chapter 4	Criteria for evaluating Segment S9 should include accessibility to future GTA West Transit Corridor. <ul style="list-style-type: none"> Considering that the GTA West Corridor EA Process is ongoing, consultation with the GTA West Team on future station locations is critical to ensure that the two systems connect and provide a seamless connection to future users. 	April 17, 2020	Accessibility to the GTA West Transit Corridor was not included in the evaluation table of Segment S9, as the study is ongoing. The Ministry of Transportation will be coordinating integration of the two transit project s. No changes to the EPR.
HH-7	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	N/A	Town of Halton Hills Transportation staff supports the recommendation that the Lisgar Go Station Expansion is being considered and carried forward. The Lisgar Go Station is identified as one of our future transit fixed-route service, which will provide transit service along Milton GO, Toronto Premier Outlet and Lisgar GO. As discussed by planning staff previously, Steeles Avenue is project ed to accommodate a significant amount of employment, and this proposed Lisgar Go Station Expansion will provide a valuable connection/transfer between the Premier Gateway Employment Area, Transitway, GO Rail and surrounding municipal transit operations that serve the Lisgar Station.	April 17, 2020	Noted. No changes to the EPR.
HH-8	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	N/A	Town of Halton Hills Transportation staff support the need for considering re-evaluating for a Winston Churchill Boulevard Station. As previously mentioned, the Premier Gateway employment area is expected to significantly increase with future employment development. The area is considered to have good access along the provincial highways (such as the future 401/407 GTA West interchange), and this station would provide alternative modes of transportation that support the strategic direction of providing sustainable infrastructure and services.	April 17, 2020	Please refer to the response to Comment HH-2. No changes to the EPR.
HH-9	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	Chapter 1, Section 1.5.5	Related Provincial and Municipal Transportation Studies) please review our recently approved Transit Service Strategy and Executive Summary Report, as approved by council in June 2019.	April 17, 2020	Noted. Halton Hill's Transit Strategy and Executive Summary Report has been reviewed. No changes to the EPR.
HH-10	Town of Halton Hills, Ivan Drewnitski	February 6, 2020	N/A	Please note the following referenced documents can be obtained at: <ul style="list-style-type: none"> Transit Service Strategy [haltonhills.ca] Premier Gateway Phase 1B [haltonhills.ca] Premier Gateway Phase 2B [pub- haltonhills.escribemeetings.com] 	April 17, 2020	Noted. Please refer to the response to Comment HH-3. No changes to the EPR.
RP-1	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 53A and B – No Watermain indicated – tunnel passes under watermain.	May 11, 2020	Noted. The watermain has been added to the plates. The Transitway crosses under the watermain. Construction method is not confirmed at this stage. Chapter 10 Commitments, Table 10.1 of the EPR discusses commitments made by the Ministry for the Detail Design phase and the following implementation phases of the 407 Transitway. Regarding further field investigation and consultation with the utility

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						owners, there is a commitment that states: "Further field investigation and consultation with the utility owners will be carried out before defining or confirming the type of solution. The Detail Design phase will assess loading capacity where utilities and municipal services are located under high embankments, to define protection measures and/or special construction techniques to assure these plants are not damaged during construction or operation of the Transitway." Chapter 5 Preferred Alternative, Plates 53A and B of the EPR have been updated to include the watermain.
RP-2	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 54A and B – missing sanitary sewer.	May 11, 2020	Noted. The sanitary sewer has been added to the plates. The Transitway passes under the sanitary sewer. Construction method of the underground Transitway sections will be defined during the Design Detail phase. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. Chapter 5 Preferred Alternative, Plates 54A and B of the EPR have been updated to include the sanitary sewer.
RP-3	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 55A and B – missing watermain, and Mississauga storm.	May 11, 2020	Noted. The watermain has been added to the plates. The Transitway crosses under the watermain. Construction method of the underground Transitway sections will be defined during the Design Detail phase. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase There is insufficient data to precisely locate the storm sewer pipe at this stage. Chapter 5 Preferred Alternative, Plates 55A and B of the EPR have been updated to include the watermain.
RP-4	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 56A and B – Missing 50mm sanitary forcemain, 300 mm watermain and Mississauga storm.	May 11, 2020	Noted. The sanitary forcemain and watermain have been added to the plates. The Transitway crosses under the sanitary forcemain and watermain. Construction method of the underground Transitway sections will be defined during the Design Detail phase. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase There is insufficient data to precisely locate the sanitary forcemain and the watermain at this stage. Chapter 5 Preferred Alternative, Plates 56A and B of the EPR have been updated to include the sanitary forcemain and watermain.
RP-5	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 57A and B – missing 400mm watermain – will need to be moved to accommodate alignment.	May 11, 2020	Noted. The watermain has been added to the plates (i.e. Plate 58 not Plate 57). The profile has been lowered to provide sufficient coverage between the watermain and the Transitway. The tunnel box crosses under the watermain. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. Chapter 5 Preferred Alternative, Plate 58 of the EPR has been updated to include the watermain and the lowered Transitway profile.
RP-6	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 60 – 1500, 900, and 400mm watermain are missing and some will need to be moved to allow this alignment.	May 11, 2020	Noted. The watermains have been added to the plate. The Transitway profile has been raised to provide sufficient coverage over the watermains. Chapter 5 Preferred Alternative, Plate 58 of the EPR has been updated to include the watermain and the lowered Transitway profile.
RP-7	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 60 Continued – 500 mm HDPE sanitary forcemain in concrete cover and chamber.	May 11, 2020	Noted. The sanitary forcemain has been added to the plate. The Transitway profile has been raised to provide sufficient coverage over the sanitary forcemain. Chapter 5 Preferred Alternative, Plate 60 of the EPR has been updated to include the

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						sanitary forcemain and the raised Transitway profile.
RP-8	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 62A and B – 300 mm watermain is missing.	May 11, 2020	Noted. Watermain has been added to the plates. There are no impacts. Chapter 5 Preferred Alternative, Plates 62A and B of the EPR have been updated to include the watermain.
RP-9	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 64 – 400 mm watermain and 525 mm sanitary with manholes that may need to be moved.	May 11, 2020	Noted. The watermain and sanitary sewer have been added to the plate. There are no impacts. Chapter 5 Preferred Alternative, Plate 64 of the EPR has been updated to include the watermain and sanitary sewer.
RP-10	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 65A and B -1500 mm sanitary and manhole – looks like no impact but need alignment to check. 300mm watermain looks to have no impact.	May 11, 2020	Noted. The sanitary pipe and watermain have been added to the plates. The Transitway profile has been raised to provide sufficient coverage over the sanitary pipe and watermain. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. Chapter 5 Preferred Alternative, Plates 65A and B of the EPR have been updated to include the sanitary pipe and watermain and the raised Transitway profile.
RP-11	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 67A and B – 600 mm sanitary – pipe will need to be moved – currently in tunnel (shown in red below) two manholes may be in the alignment as well.	May 11, 2020	Noted. Sanitary pipe has been added to the plates. The Transitway Profile has been raised in the Mavis Road area to avoid conflict. Chapter 5 Preferred Alternative, Plates 67A and B of the EPR have been updated to include the sanitary pipe and the raised Transitway profile.
RP-12	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 69 – 300mm watermain may have to be lowered after drain chamber – hard to tell visually - within about 5m the watermain section beyond the chamber is 2m deep while the tunnel is 2-3 m deep. Drain chamber looks to be in transitway alignment.	May 11, 2020	Noted. The watermain has been added to the plate. The Transitway profile has been raised to provide sufficient coverage over the watermain. Construction method of the underground Transitway sections will be defined during the Design Detail phase. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. Chapter 5 Preferred Alternative, Plate 69 of the EPR has been updated to include the watermain and the raised Transitway profile.
RP-13	Region of Peel, Mike Faye	December 16, 2019	Chapter 5	Plate 70 - 1350 mm sanitary – bridge will be overtop – might have impact on bridge design.	May 11, 2020	Noted. The sanitary sewer has been added to the plate. There are no impacts. Chapter 5 Preferred Alternative, Plate 70 of the EPR has been updated to include the sanitary sewer.
RP-14	Region of Peel, Mark Knuckle	February 6, 2020	N/A	<p>We have a watermain construction project currently under design near Heritage Rd. Sean Ballaro is the PM for Peel and he retained Ainley Group for design consultation</p> <ul style="list-style-type: none"> We currently have two possible transitway corridors shown on our drawings, both in the general area of the red line where it crosses Heritage Road on “407 transitway_1of3”. One is labelled “Future Transitway Corridor” and crosses Heritage Road between Stations 1+877+/- and 1+909+/- . The other is labelled “Alternate Future Transitway Corridor” and crosses Heritage Road between Stations 1+950+/- and 1+987+/- Both of these corridors are located over a proposed deep tunneled section of watermain. The nearest proposed tunnel shaft is located approximately 35 m south of the “Alternate Future Transitway Corridor”. If the 407 transitway is to be located within one of these two corridors then it should not be negatively impacted by the proposed watermain. If the transitway route has been finalized, it would be beneficial to obtain the exact location of the corridor where it crosses Heritage Road so that we can show it correctly on the drawings. It would also be beneficial to know if there are any restrictions on pipelines crossing under the transitway (i.e. minimum vertical separation). <p>For our sanitary network we have some proposed works and some existing assets that may be in conflict.</p>	May 11, 2020	Noted. The proposed watermain has been added to the plate. The Transitway is located within “Future Transitway Corridor” boundary indicated on <i>Project 15-1138 Heritage Road Preliminary Drawings – Dec 4 2019.pdf</i> and it has no impact on the proposed utility. The GIS data received from Peel Region includes the horizontal data only. The online database (EPAL) is not compatible; thus, there is insufficient data to locate the sanitary plants in the Heritage Road area at this stage. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. Chapter 5 Preferred Alternative, Plate 60 of the EPR has been updated to include proposed watermain, and the raised Transitway profile.
RP-15	Region of Peel, Mark Knuckle	February 6, 2020	N/A	<p><u>Proposed Works:</u></p> <ul style="list-style-type: none"> MH Rehabilitation: SMH1781265 is flagged for rehabilitation as a part of 18-2307. This rehabilitation will likely be completed well in advance of the 407 Transitway construction. 	May 11, 2020	The GIS data received from Peel Region includes horizontal data only. The online database (EPAL) is not compatible Thus, there is insufficient data to locate the proposed works. Please refer to Comment RP-1 Response regarding the commitment related to utility

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

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				<ul style="list-style-type: none"> West-to-East Diversion Chamber Access Road: The W-E diversion chamber access road project intersects with the eastern termination point of the 407 Transitway (at Hydro One's current substation access road). Coordination will be required.  <ul style="list-style-type: none"> 5-Year Trunk Sewer Inspection Program: One segment of trunk sewer inspection (Year 2) crosses the alignment – likely no impacts. 		and municipal services confirmation during the Detail Design phase. No changes to the EPR.
RP-16	Region of Peel,	February 6,	N/A	Existing Sanitary Trunk Sewers:	May 11, 2020	The GIS data received from Peel Region includes the horizontal data only. The online

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

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	Mark Knuckle	2020		<p>The proposed 407 Transitway alignment intersects two segments of our sanitary trunk sewer network:</p> <ul style="list-style-type: none"> SMH 6544396 – SMH 6544395: Poor condition due to some cracks in the northern-most 100m (736.8m total), downstream toward Highway 407 shows evidence of encrustation at joints and minor dripping l/l as of inspection in 2015. This segment is scheduled for reinspection in 2021.  <ul style="list-style-type: none"> SMH 1781265 – SMH1781266: Good condition as of last round of inspection in 2013. Scheduled for reinspection within the next 2-3 years. 		<p>database (EPAL) is not compatible; thus, there is insufficient data to locate these sanitary plants at this stage. Please refer to Comment RP-1 Response regarding the commitment related to utility and municipal services confirmation during the Detail Design phase. No changes to the EPR.</p>
RP-17	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Peel staff will continue to work with MTO to ensure that the Ninth Line EA study is aligned with the 407 Transitway project.	May 11, 2020	Noted. MTO appreciates the continuous cooperation. No changes to the EPR.
RP-18	Region of Peel, Sabrina Khan	March 16, 2020	N/A	The preferred station locations do not include a station at the future 401/407/GTA West Transportation Corridor interchange. To ensure adequate transfers and connectivity between the 407 transitway and the GTA West Transportation Corridor transitways, consideration for a station and movements between the two facilities should be incorporated into the preferred alignment and station locations of the 407 transitway.	May 11, 2020	Since both the 407 Transitway and the GTA West Transportation Corridor are Ministry of Transportation projects, the Ministry will be coordinating the connectivity and integration of these two ongoing projects. No changes to the EPR.
RP-19	Region of Peel, Sabrina Khan	March 16, 2020	N/A	The Transit Service Concept (Board 7) shows that the project team has adopted an enhanced service concept with route variants to Downtown Milton, the Mississauga Transitway, and Mississauga Road at Highway 401. Is the plan for these routes to travel in mixed traffic for these segments (not including the Mississauga Transitway) or are there plans to enhance transit infrastructure along these corridors?	May 11, 2020	The Ministry of Transportation is not planning to enhance transit infrastructure along the regional or local corridors mentioned in the transit service concept illustrated in Board 7 of PIC #2. No changes to the EPR.
RP-20	Region of Peel, Sabrina Khan	March 16, 2020	N/A	The boards only demonstrate vehicular access into and out of the stations. Given the limited number of parking spaces and in order to ensure adequate first and last mile connections are provided, the station design should demonstrate and promote pedestrian and cycling access.	May 11, 2020	Chapter 5 Preferred Alternative, Section 5.2 of the EPR describes the layouts for the 407 Transitway stations. Plates S-1A to 8A illustrate the Preliminary Design of the station surface facilities.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
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						Chapter 10 Commitments, Table 10.1 of the EPR discusses commitments made by the Ministry for the Detail Design phase and implementation phases of the 407 Transitway, related to several matters such as active transportation integration at the station sites. No changes to the EPR.
RP-21	Region of Peel, Sabrina Khan	March 16, 2020	N/A	In addition to pedestrian and cycling access, the station design should demonstrate how local buses will access and exist the site from Regional and local roadways. In particular, for the Derry Road, Mississauga Road, and Britannia Road stations, how the station is considering the access and exit of future priority bus as identified in the Metrolinx Regional Transportation Plan which is proposed to have a 15-minute frequency.	May 11, 2020	Please refer to Comment RP-20 Response. No changes to the EPR.
RP-22	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Is there an opportunity to revise the cross section of the stations to include active transportation (AT) use, namely a dedicated cycling facility? A dedicated and grade separated AT facility would provide an opportunity for an E-W spine with connectivity to other neighbourhoods.	May 11, 2020	The 407 Transitway corridor is an exclusive segregated and grade separated facility to be used exclusively for bus service with the opportunity for conversion to light rail. No changes to the EPR.
RP-23	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Given the volume and frequency of buses using the transitway (using the Mississauga Transitway as a reference), changing the cross section to be more multi-modal provides greater utilization, and would be in support of various plans and policies.	May 11, 2020	The 407 Transitway including the type of runningway, the design standards and typical cross sections that apply to the entire 150km facility from Burlington to Highway 115/35, were determined as part of the first 407 Transitway Environmental Assessment and Preliminary Design (Highway 400 to Kennedy Road), approved by the Province in 2011. The technology is bus rapid transit with opportunity for conversion to light rail, in an exclusive segregated and grade separated runningway designed for transit use only. No changes to the EPR.
RP-24	Region of Peel, Sabrina Khan	March 16, 2020	N/A	This was possibly discussed earlier into the study, for reference, Peel staff would like to know why currently there is no plan for a station on Mavis Rd. Without a station at Mavis Rd, the distance between the next two stations, Mississauga and Hurontario, is 5km. The land use surrounding Mavis Rd is highly residential, compared to Mississauga and Hurontario and provides high potential for access/use by active modes.	May 11, 2020	Chapter 4 Identification and Evaluation Process, Section 4.4 of the EPR describes the rationale and results of the station screening conducted during the Planning Phase. Land availability, adequate accessibility, and forecast ridership impacted by the proximity of the Hurontario Street Station, were the main reasons for not carrying forward a station facility at Mavis Road. No changes to the EPR.
RP-25	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Peel Public Health is supportive of the development of a bus rapid transit corridor that runs parallel to the 407 ETR. The Region of Peel Long-Range Transportation Plan identifies the ambitious target of a 50% sustainable mode share by 2041. The development of transit options, particularly inter-regional corridors, will be an important contribution to support achieving this goal as our most recent data demonstrate nearly half of all trips in Peel are inbound from outside the Region and it is likely that over half of all trips are interregional (Transportation for Tomorrow Survey DMG, 2016). Peel Public Health is invested in supporting the achievement of increased sustainable trips across Peel because of our mandate to improve, protect and promote the health of residents in Peel.	May 11, 2020	Noted. No changes to the EPR.
RP-26	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Transportation-related emissions are a major source of air pollution in Peel Region and the second-largest source of greenhouse gases in Peel Region. People living within 250 – 500 metres of major roads are exposed to higher levels of air pollution. In Ontario, 28% of Ontario residents live within 500 metres of a major road or highway. In Peel, 53% of Peel residents live within 300 metres of a major road or highway and are therefore at higher risk of negative health impacts related to air pollution.	May 11, 2020	Noted. No changes to the EPR.
RP-27	Region of Peel, Sabrina Khan	March 16, 2020	N/A	In addition, increases in opportunities for daily physical activity through shifting travel behaviour to active modes, including transit, are an important strategy for addressing the Region's high rates of diabetes and obesity. One in six Peel residents has diabetes and 62% of Peel residents are overweight or obese. Rates of diabetes are projected to increase in the coming years.	May 11, 2020	Noted. No changes to the EPR.
RP-28	Region of Peel, Sabrina Khan	March 16, 2020	N/A	Transit investments like this have the capacity to impact and improve local and regional air quality, physical activity levels and ultimately the chronic diseases that are associated with exposure to traffic-related air pollution and low levels of physical activity. In the development of this corridor, the route alignment and the location of stations within Peel Region, please consider the following points to further encourage the capacity of this transit project to improve, protect and promote the health of Peel residents:	May 11, 2020	Noted. No changes to the EPR.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				<p>In looking at the air quality impacts/mitigation measures in the slide deck for PIC#2 (slide 35): Conduct an air quality assessment/cumulative air quality assessment</p> <ol style="list-style-type: none"> I. Assess/how many current sensitive receptors are within 500 metres of the proposed transitway II. Consider mitigation measures to reduce exposure to transportation-related air pollutants III. Include green infrastructure features throughout the design of the transitway. <p>In looking at active transportation, including transit-use:</p> <ol style="list-style-type: none"> I. Establish clear and specific timing and phasing for the future build of stations along Ninth Line to occur in advance of the building of developments planned there at 6432, 6596, 6136, 6168, 6252, 6276, 6302, 6314, 6400 & 6432. In total these developments are proposed to bring between 1039-2109 residences and 1 school to the area. The current plan to build transitway stations here in response to ridership, congestion and cost/benefit justification (slide 36) may unnecessarily delay the development of these key hubs for residents in the Region of Peel. An established timeline for the building of these stations prior to the completion of developments along Ninth Line can support the establishment of new sustainable travel habits by residents moving into residences located near the transitway. Major life events, particularly moving to a new residence, is a particularly important time for the establishment of new travel behaviour including the shift from motor vehicle travel to transit-use. Missing this opportunity may undercut the ability to develop ridership and achieve the Region's sustainable mode share goals. II. Ninth Line is in the process of an environmental assessment (EA) that will improve this corridor and may affect design considerations of the stations located along Ninth Line. Improvements to active transportation infrastructure are within the scope of this EA and may impact the level of walking and cycling trips to transit by increasing the convenience, comfort and desirability of these trips. At all stations, but particularly at those along Ninth Line, consider station designs that plan for increases in walking and cycling trips to transit and that provide safe, convenient access for all ages and abilities. This could include locating sheltered bicycle parking close to station entrances to increase both the convenience and security of bicycle parking, locating bike parking where it can easily be expanded if necessary, providing a number of rest areas for individuals with low mobility or accessibility issues within the area of the station, and providing multiple pedestrian access points from surrounding roads to increase accessibility of the station from through a variety of entry-points. III. The Region of Peel generally assesses developments for the ability to implement transportation demand management (TDM) through a structured worksheet to highlight the transit, carpooling, walking and cycling improvements that can be made at the site. These decrease motor vehicle travel to the site and manage congestion and travel demand induced by the development. Although we do not have a worksheet specific to transit developments, we encourage the project team to consider reviewing additional site-specific TDM measures that would be appropriate for transit stations and hubs. 		
MS-1	City of Mississauga, Susan Tanabe	February 6, 2020	N/A	<p>Recently City staff met with the Ward 9 and 10 Councillors executive assistants (EA's) to provide an update on the 407 Transitway project, including PIC#2 on February 13th in Mississauga. At that meeting, staff presented information that was circulated to the Technical Resource Group in particular the revised alignment that diverts from the Derry Road Station to the Lisgar GO Station and then north to the Mississauga Road Station. This is a different alignment then presented at PIC#1 and considered through the Transportation Assessment as part of the City of Mississauga Ninth Line Lands Study.</p> <p>At this meeting, the Ward 10 EA mentioned the sensitivity to flooding that residents in north Lisgar have especially when new development or infrastructure is proposed in the area. As you may recall, this issue was also brought up through the Ninth Line Lands/Shaping Ninth Line study. I wanted to ensure you were aware of this comment as you may receive questions from the Lisgar residents at PIC#2.</p>	February 10, 2020	<p>Thank you for the email. As you mentioned, the alignment identified in the City of Mississauga Ninth Line Lands Study was followed by 407 Transitway project all the way to the CP - GO Milton Corridor tracks. Then the alignment diverts from the City of Mississauga Ninth Line Lands Transitway alignment, connecting to the Lisgar GO Station.</p> <p>The initial alignment presented at PIC#1 followed the City of Mississauga Ninth Line Lands Transitway alignment. This has been revised at this location based on the following considerations:</p> <ul style="list-style-type: none"> ▪ To avoid the area of the Highway 401/Highway 407 Interchange currently being revised under the Highway 401 Expansion project. ▪ To avoid any potential impact with the future GTA West Corridor Identification Study Area.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						<ul style="list-style-type: none"> The planned Winston Churchill Boulevard Station had been eliminated due to land availability and accessibility issues. The Transitway diverted alignment allows direct connection to Lisgar GO Station providing the opportunity to both the Transitway and the GO Transit Milton line to benefit of transit transfer users. Regarding flooding concerns that the North Lisgar residents may have, the 407 Transitway will be underground along the Hydro Corridor northwest of the CP tracks and should not cause additional flooding potential to the North Lisgar developments. Hopefully we will see you and City staff at our PIC this week, happy to discuss the project further. <p>No changes to the EPR.</p>
MS-2	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 2, p. 2-14, Figure 2.9	MiWay: Please mark the connection between 407 TW and the Mississauga Transitway with marker to indicate that new infrastructure is also required for the connection.	May 14, 2020	Noted. Figure 2.9 has been edited accordingly. A conceptual connection between the 407 Transitway and the Mississauga Transitway has been added to Figure 2.9 in Chapter 2 Transportation Needs of the EPR.
MS-3	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 2, p. 2-16, S 2.6.1.2 last par	MiWay: States that the study corridor is recommended to be carried forward; is the recommendation that the enhanced service concept also be carried forward? If so, please state such as there is only reference that the study corridor be carried forward. Is this then justification to provide the connection between the 407 Transitway and the Mississauga Transitway?	May 14, 2020	Enhanced service concept is being recommended in this study as it would attract ridership to the 407 Transitway and the other provincial and municipal transit services currently in operation or being planned. However, this TPAP was conducted to seek approval of the 407 Transitway facilities only. Connections with other transit services such as the Mississauga Transitway will require the development of separate projects. No changes to the EPR.
MS-4	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 2, p. 2-17, S 2.6.2	MiWay: Was a station at Ninth Line and the Mississauga Transitway considered? If it was considered, it should be stated in the station screening process and the sensitivity analysis. If not, please assess the option.	May 14, 2020	A station at Ninth Line in the vicinity of Lower Base Line Road to serve the 407 Transitway and Mississauga Transitway has not been identified in previous MTO 407 Transitway studies or in this TPAP mainly due to lack of accessibility to/from Highway 403 and 407 ETR and lack of a suitable site at this location. A direct connection between the 407 and Mississauga Transitways near Lower Base Line Road could be considered in a separate future study. No changes to the EPR.
MS-5	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 2, p. 2-9, S 2.3.3 4th par	Planning & Building Department: When noting the potential transit growth without the 407 (8%) keeping pace with the increase in auto traffic does that include connection points of future transit lines such as the Dundas BRT?	May 14, 2020	Yes. The forecast transit growth includes connections between provincial and potential future municipal transit services such as the Dundas BRT. No changes to the EPR.
MS-6	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 3, p. 3-118, S. 3.3.7, par 1	MiWay: revised wording - MiWay has a total of 79 bus routes providing 54 local and 6 express bus services known as MiLocal and MiExpress, as well as 16 school routes throughout Mississauga. Mississauga Transitway has 12 stations (including City Centre Transit Terminal).	May 14, 2020	Thank you for the updated information. Chapter 3 Existing Conditions has been updated accordingly. First paragraph of Section 3.3.7 of Chapter 3 Existing Conditions updated to read: "MiWay is the third largest municipal transit service provider in Ontario with 79 bus routes providing 54 local and 6 express bus services known as MiLocal and MiExpress, as well as 16 school routes throughout Mississauga. Mississauga Transitway has 12 stations including City Centre Transit Terminal."
MS-7	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 3, p. 3-118, S. 3.3.7, par 2	MiWay: revised wording - Thirteen (13) bus terminals and major destinations in Mississauga and also, two (2) Brampton Transit bus terminals, one (1) TTC's bus terminal and five (5) other terminals have been connected to transit network.	May 14, 2020	Thank you for the updated information. Chapter 3 Existing Conditions has been updated accordingly. Second paragraph of Section 3.3.7 of Chapter 3 Existing Conditions updated to read: "Thirteen (13) bus terminals and major destinations in Mississauga and also, two (2) Brampton Transit bus terminals, one (1) TTC's bus terminal and five (5) other terminals have been connected to Mississauga's MiWay transit network....."
MS-8	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 3, p. 3-82, S. 3.2.1, par 6	Planning & Building Department: Under the Places to Grow context, it is worth noting that many of the lands in the Mississauga West-Brampton South area will be subject to Provincially Significant Employment Zone (PSEZ) policies in and around the highway which places certain land use expectations in these areas.	May 14, 2020	Thank you for the updated information. Chapter 3 Existing Conditions has been updated accordingly. The following was added at the end of first paragraph of Section 3.2.1 of Chapter 3 Existing Conditions: ".....Many lands in the Mississauga West- Brampton South area will be subject to Provincially Significant Employment Zone (PSEZ) policies in and around the highway

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
						which places certain land use expectations in these areas."
MS-9	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 4, p. 4-48, Table 4.16	Planning & Building Department: How is the defined impacts on cultural sites being addressed?	May 14, 2020	City of Mississauga Heritage Staff has confirmed to our archaeological experts that CHR 26, CHR 27 and CHR 28 cultural heritage resources were removed from the Heritage Register and do not require further investigation. Also, for your information, CHR 25 (not in this table but within the overall study area) was also removed from the Heritage Register as confirmed by the City of Mississauga Heritage Staff. A Cultural Heritage Evaluation Report (CHER) is being prepared for CHR 19. Results and mitigation measures as required will be incorporated in the Final EPR. Chapter 3 Existing Conditions, Table 3.15 was revised deleting CHR 26, 27 and 28. Chapter 6 Mitigation will be updated to include the results of the Cultural Heritage Evaluation Report for CHR 19. Chapter 4 Identification and Evaluation Process, Table 4.16 has been revised deleting CHR 25, 26, 27 and 28.
MS-10	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, p. 5-7, Segment 6	MiWay: Horizontal alignment: The recommendation for the corridor has been noted as the enhanced service concept which provides a connection to the existing Mississauga Transitway. While a preliminary design for this connection has not been looked at, if it is of the enhanced service concept being recommended, should there not be an indication of a connection stemming from the 407 Transitway alignment with a note indicating that further study be undertaken to determine the optimal alignment/connection to the Mississauga Transitway?	May 14, 2020	Noted. Chapter 5 Preferred Alternative has been updated accordingly. A paragraph has been added to Section 5.1 – Segment 6 of Chapter 5 Preferred Alternative to read: "Integration with the Mississauga Transitway will be analyzed in a separate study to assess feasible connection location."
MS-11	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, p. 5-17, S. 5.2.1.3, Table 5.1	MiWay: Please clarify as to why bus movements were not considered as part of the station design (e.g. ease of access to the station, ease of access out of the station, that is, signalized intersections, minimizing conflicts within the station itself with other vehicles).	May 14, 2020	Noted. A Design Principle has been added to Table 5.1 of Chapter 5 Preferred Alternative. A design principle has been added to Chapter 5 Preferred Alternative, Table 5-1 "Station Considerations Factors and Design Principles" to read: "Optimum bus accessibility minimizing operational conflict with private vehicles where possible".
MS-12	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate S-5A	MiWay: Is the plan to signalize the intersection of Ninth Line and McDowell Drive? From a transit perspective, protected intersections are required for left turns.	May 14, 2020	Yes, as with all proposed full movement station intersections, the intersection of Ninth Line and McDowell Drive will be signalized. The intersection label in Plate S-5A in Chapter 5 Preferred Alternative has been edited to clarify that the intersection is signalized.
MS-13	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate S-6A	MiWay: Is the plan to signalize the intersection of Derry Road Station Bus and Parking Access Road?	May 14, 2020	Yes, as with all proposed full movement station intersections, the intersection of Derry Road and Station Bus and Parking Access Road will be signalized. The intersection label in Plate S-6A in Chapter 5 Preferred Alternative has been edited to clarify that the intersection is signalized.
MS-14	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate S-7A	MiWay: Why is there no option for local bus service to enter the Transitway at this station?	May 14, 2020	Interlining opportunity at this location is not possible due to space limitations. Opportunity for local buses to access the Transitway runningway is being provided at the adjacent stations (Derry Road Station and Mississauga Road Station). No change to the EPR.
MS-15	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate S-8A	MiWay: Why is there no option for local bus service to enter the Transitway at this station? What was the rationale for providing buss access to the station from Hereford Street and not Mississauga Road?	May 14, 2020	The station layout has been revised to provide an interlining connection at this location. Plates S-8A and S-8B in Chapter 5 Preferred Alternative have been revised accordingly.
MS-16	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, p. 5-23 to 5-25	Active Transportation: Mississauga proposed station layouts at Britannia, Derry and Lisgar make no mention of providing "active transportation shelter facilities", which are mentioned in Oakville and Burlington station layouts. Please revise to include provision of active transportation shelter facilities for all stations in Mississauga.	May 14, 2020	Noted. Chapter 5 Preferred Alternative has been edited accordingly. In Section 5.2.1.4 Station Layouts - Chapter 5 Preferred Alternative of the EPR, under Types of Facilities and Services, a statement has been added to all stations to read: ".....and active transportation shelter facilities....."
MS-17	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, p. 5-10 Figure 5.10	Planning & Building Department: Segment 9 shows an alignment that connects to Lisgar GO, that will be contained within the safeguarded Hydro corridor (with the expanded surface parking) and will free up lands of the previous alignment along the 407 highway and Ninth Line (near Argenticia). These freed-up areas will require an OPA and redesignation.	May 14, 2020	Noted. No changes to the EPR.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MS-18	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate 40 A	Transportation Planning: Identify Mississauga Transitway connection and include note: "Exact alignment to be determined by future study".	May 14, 2020	Noted. Refer to Comment MS-2 Response. No changes to the EPR.
MS-19	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate 51 A	Transportation Planning: The Highway 407 Transitway Corridor Assessment within the Ninth Line Lands Report (Oct. 12, 2016) identified additional lands for the expansion of the Derry Road station. Please advise if these lands are required for station expansion?	May 14, 2020	The property boundaries have been updated to illustrate the required property for the Derry Road Station facilities. Plates P-51, 52, and 53 in Appendix Q Property Plates have been updated to illustrate the required property for the Derry Road Station facilities.
MS-20	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 5, Plate 43	Community Services: The preferred 407 Transitway alignment impacts park P-459 (Churchill Meadows Community Park) located at 5320 Ninth Line. In early spring of 2018, the MTO reviewed the final design of the site including the stormwater management pond and natural outfall located in the northwest corner of the Churchill Meadows Community Centre and Park site. This review was completed as part of the site plan application process. After this review, the MTO raised concerns of the outfall crossing the proposed 407 Transitway and requested that an Encroachment Permit be completed by the City. After much back and forth between the Consultant Design Team, MTO and the City, an encroachment permit and building and land use permit were both applied for and issued as part of the site plan application process. These permits were applied for and issued with the understanding that existing drainage facilities, whether natural or in a culvert, impacted by the 407 Transitway would be determined through the EA process. Further, if alterations are required to the stormwater management outfall in the future due to the Transitway, that this would be further reviewed at that time between the City and the MTO. In addition, given that City Parklands will be impacted by this project, it is requested the MTO provide additional information on financial compensation for the affected areas.	May 14, 2020	Noted. Financial compensation matters are outside the scope of this 407 Transitway TPAP project. The City is encouraged to approach MTO after TPAP approval for discussions; however, note that timeframe to implement the Transitway is currently uncertain. No changes to the EPR.
MS-21	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 7, p. 7-3, S. 7.2.1	Planning & Building Department: With the potential for light rail conversion noted, are additional lands required to safeguard this future option?	May 14, 2020	No additional lands are required for a potential light rail conversation as indicated in Section 7.2.1 of Chapter 7 Implementation of the EPR. No changes to the EPR.
MS-22	City of Mississauga, Susan Tanabe	March 23, 2020	Chapter 10, p. 10-6	MiWay: Existing GO Lisgar Station: Should there also be consultation with existing transit agencies that use Lisgar GO to identify/determine their future needs/requirements at the station?	May 14, 2020	Noted. Commitment in Chapter 10 Commitments has been edited accordingly. Commitment to consultation with transit agencies has been added in the Lisgar Station Commitment in Table 10.1, Chapter 10 Commitments of the EPR: <ul style="list-style-type: none"> When implementation and timing of the GO Lisgar Station connection is confirmed, an updated ridership assessment will be conducted to confirm demand and station expansion needs. This work will be done in coordination with Metrolinx. Based on the updated ridership, the Detail Design of the expansion and/or reconfiguration of the Lisgar GO Station will be developed in coordination with Metrolinx and municipal transit agencies".
MS-23	City of Mississauga, Susan Tanabe	March 23, 2020	Appendix B Traffic Reports, p. 3, 15-16	Transportation Planning - Exhibit 1-2 Derry Rd Station (p. 3) shows 967 parking spaces however on p. 15-16 the section on parking demand states parking at the Derry Station is 520 spaces. It is assumed the 520 is the correct total number of spaces since this is reflected on the PIC #2 boards. In addition, it is noted that a traffic report was not completed for the Lisgar Go Station. Will this be undertaken?	May 14, 2020	The 967 spaces referred in Exhibit 1-2 is incorrect. The figure has been corrected accordingly. The traffic study for the Lisgar GO Station will be completed as part of the Detail Design phase, when the capacity required for additional parking at that location is determined. Exhibit 1-2 of Appendix B has been corrected to indicate 520 spaces.
MS-24	City of Mississauga, Susan Tanabe	March 23, 2020	Appendix L Landscape Report Figure 22	Community Services: The preferred 407 Transitway alignment impacts the City owned lands. A proposed park, P-453 (not yet named) is located at 7238 Ninth Line. (There are no existing park facilities currently on this site). Appendix L, Figure 22 - Preliminary Landscape Composition illustrates the Derry Road Station proposed within City lands. Please confirm if the station is proposed within City lands or not. Furthermore, given that City Parklands will be impacted by this project, it is requested that MTO provide additional information on financial compensation for the affected areas.	May 14, 2020	Most of the proposed Derry Road Station is located on provincial land. There is an area on City land. The Derry Road Station facility property boundaries and land ownership have been updated. Plates P-51, 52, and 53 in Appendix Q Property Plates of the EPR, have been updated to illustrate the Derry Road Station boundaries and property ownership.
MS-25	City of Mississauga, Susan Tanabe	March 23, 2020	General	Reference to Hurontario-Main LRT should be replaced with Hurontario LRT.	May 14, 2020	Noted. Hurontario – Main LRT has been replaced by Hurontario LRT throughout the EPR.

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES

DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
MS-26	City of Mississauga, Susan Tanabe	March 23, 2020	General	Revise figure references; "Error! Reference source not found" e.g. Chapter 2 – Transportation Needs p. 2-7.	May 14, 2020	Noted. Chapter 2 Transportation Needs Figure references have been corrected.
MS-27	City of Mississauga, Susan Tanabe	March 23, 2020	General	Reference to Mississauga Transit should be replaced with MiWay.	May 14, 2020	Noted. EPR revised to refer to Mississauga Transit as MiWay.
MS-28	City of Mississauga, Susan Tanabe	March 23, 2020	General	Revise all "Miway" to "MiWay".	May 14, 2020	Noted. Correction has been made.
MS-29	City of Mississauga, Susan Tanabe	March 23, 2020	General	The City is currently undertaking a Municipal Class EA for roadway improvements to Ninth Line from Eglinton Avenue West to Derry Road West. The EA will ultimately determine a preferred design for the corridor and identify the related impacts including ROW/property that may be required. At that time, the City can work with the 407 Transitway team to mitigate impacts and coordinate the station design with the City's roadway improvements.	May 14, 2020	There is a commitment for the Detail Design phase of the 407 Transitway project in Table 10.1, Chapter 10 Commitment of the EPR that states: Prior to construction, MTO will discuss and review with the applicable municipalities, transit agencies, utility owners and any other impacted stakeholder the following: <ul style="list-style-type: none"> • Final station layouts, including access and circulation roads, bus transfer facilities, active transportation paths and facilities, accessible parking, station architectural design, and amenities. • Any proposed modification to municipal roads to allow access(es) to the station facilities, required as a result of updated traffic analysis • Any proposed modification to municipal services and private utilities. • Proposed construction methods, techniques and staging to ensure all municipal services (such as existing fields and parking areas) and private utilities remain in service during construction. No changes to the EPR.
MS-30	City of Mississauga, Susan Tanabe	March 23, 2020	General	Address active transportation access to station sites more explicitly, particularly cycling access and presence/plans for dedicated municipal or MTO owned cycling infrastructure. For e.g., the Mississauga Road station layout makes reference to a proposed MUP along the station access road, with connecting bike paths. Provide a similar level of detail or proposal for all station layouts.	May 14, 2020	The station layouts presented in the EPR are at Preliminary Design level. Please refer to Table 5.1, Chapter 5 of the EPR – Stations Consideration Factors and Design Principles. Please also refer to Comment MS-29 Response. No Changes to the EPR.
MS-31	City of Mississauga, Susan Tanabe	March 23, 2020	General	The City requests that MTO consider providing access to lands between the Transitway and Hwy 407, in particular if this allows the connection and/or completion of a pedestrian trail system.	May 14, 2020	The 407 Transitway will be a segregated transit only facility. Roads and pedestrian trails that cross the Transitway will need to be grade separated at sole cost of the proponent. As stated in Chapter 10 – Commitments – of the EPR, the municipalities and relevant stakeholders will be consulted regarding access and circulation roads, as well as active transportation paths during the Detail Design phase of the project. Please also note that MTO's review, approval and permits are required before implementation for all crossings of MTO's infrastructure (Highway 407 and 407 Transitway). No changes to the EPR.
MS-32	City of Mississauga, Susan Tanabe	March 23, 2020	General	The proposed Transitway will impact multiple designated heritage properties. As the EA progresses and detailed design of the Transitway runningway and stations are prepared, a Cultural Heritage Assessment Report and a Heritage Impact Assessment report will be required.	May 14, 2020	Cultural Heritage Evaluation Reports (CHERs) and a Heritage Impact Assessment Report (HIA) is being completed and will be available as part of the final EPR. Chapter 3 Existing Conditions, Chapter 6 Mitigation and Chapter 10 Commitment will be updated to include the findings of the CHERs and the HIA, in the Final EPR.
MS-33	City of Mississauga, Susan Tanabe	March 23, 2020	General	A Stage 1 Archaeological Assessment will need to be completed as part of this project. This aligns with the recommendations in Appendix O and P on archaeology.	May 14, 2020	Noted. Stage 1 Archaeological Assessment is being finalized and will be available as part of the Final EPR. Chapter 3 Existing Conditions, Chapter 6 Mitigation and Chapter 10 Commitment will be updated to include the results of the Stage 1 and Stage 2 Archaeological Assessment Reports, in the Final EPR.
MS-34	City of Mississauga,	March 23, 2020	General	In the area of Fletcher's Creek, Mississauga's Park's Development section has a joint study with the City of Brampton to consider a trail alignment.	May 14, 2020	Noted. The Preliminary Design of the 407 Transitway bridge crossings over Fletchers Creek was developed to mimic the opening criteria of the Highway 407 ETR bridge

TABLE 8.3: SUMMARY OF TRG #2 COMMENTS AND PROJECT TEAM RESPONSES
DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG

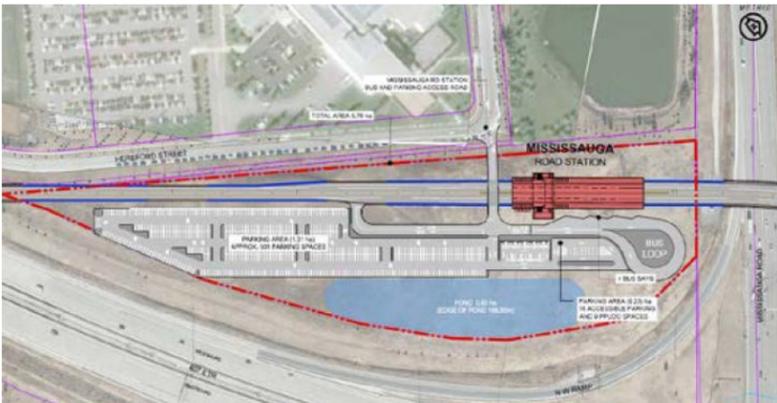
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
	Susan Tanabe					crossings. If your planned multi-use trail is designed to cross Fletchers Creek under the existing 407 ETR bridge, the same criteria should be used where it will cross under the future 407 Transitway bridge. Timing of the Detail Design/Implementation phase of the 407 Transitway is uncertain at this point. As stated in Chapter 10 – Commitments – of the EPR, the municipalities and relevant stakeholders will be consulted regarding access and circulation roads, as well as active transportation paths during the Detail Design phase of the project. Please also note that MTO's review, approval and permits are required before implementation for all crossings of MTO's infrastructure (Highway 407 and 407 Transitway). No changes to the EPR.
BR-1	City of Brampton, Ghaz Mohammad	February 5, 2020	Chapter 4	<u>Station Node Screening</u> For a Transitway planning exercise, it seems highly ironic that "access issues from 407 ETR" was a factor behind two of the three station nodes (Winston Churchill and Mavis) being screened out of further consideration.	April 3 rd , 2020	The 407 Transitway service will operate on 407 ETR until the runningway is built (construction timing is uncertain at this point). Consequently, access to/from the planned station facilities from/to the 407 ETR, is an important criterion. Travel time is a major planning and operational factor for efficient transit service. Access to/from 407 ETR was not the only evaluation criterion used to determine the viability of stations at Winston Churchill Boulevard and Mavis Road. Section 4.4.1 of Chapter 4 of the EPR, lists the reasons why those two stations were eliminated. No changes to the EPR.
BR-2	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>Lisgar GO Station Expansion</u> Proposed station siting needs to be revisited and changed in future work following the EA. The distances between the underground Transitway station platforms, the GO station platform at Lisgar GO, and the surface bus loop at the GO station need to be shortened; the 3 facilities need to be brought closer together in order to create a truly integrated, intermodal transit hub. Consider the fact that Lisgar GO is the current west terminus for 511 Züm Steeles which has been identified in the Metrolinx 2041 Frequent Rapid Transit Network as a future Priority Bus corridor.	April 3 rd , 2020	As stated in Table 10.1 of Chapter 10 "Commitments", MTO will consult and coordinate with the applicable agencies, during the Detail Design of the station facilities. No changes to the EPR.
BR-3	City of Brampton, Ghaz Mohammad	February 5, 2020	Chapter 5	<u>"Mississauga Road" (i.e. Hereford) Station</u> The proposed single vehicular access to/from the Transitway station off Hereford Street is inadequate. The lack of a secondary access and redundancy is perplexing since the only access to Hereford Street would also happen to be grade-separated across the Transitway runningway – which further merits the need for redundancy. Furthermore, it has long been recognized as a best practice that a dedicated, transit-only access to/from the bus loop is fundamental to any Transitway station configuration; thus, it is disappointing to see that the proposed configuration does not reflect this best practice. The Draft EPR's silence on both counts above is odd.	April 3 rd , 2020	The station layout has been revised to provide an interlining connection at this location.  Chapter 5. Plates S-8A has been revised accordingly.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
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BR-4	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>GTA West Corridor</u> Keeping a line of sight on potential future opportunities arising from the GTA West Study recommendations is advised. The GTA West Study Transportation Development Strategy notes that a transitway may be provided in the proposed new transportation corridor and that this would be explored in further detail during the Stage 2 of the (GTA West) study, currently underway. Additionally, the Bram West EA recommends a new corridor (Bram West Parkway) that could connect with future (longer-term) GTA West corridor. In carrying forward the station nodes, protecting for a future station around the interchange of Hwy 401, Hwy 407, and future GTA West could be considered – at the time a station in the area of Bram West Parkway interchange could be looked at again as a potential option. The GTA West Route Planning Study area graphic (from the study’s website) is attached for reference.	April 3 rd , 2020	Noted. Future phases of 407 Transitway implementation will involve consultation and coordination with applicable agencies regarding new or planned infrastructure as stated in Table 10.1 of Chapter 10 “Commitments” of the EPR. No changes to the EPR.
BR-5	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>Ride-sharing services</u> In projecting the (transitway) ridership forecasts consider the positive impacts due to the ride-share services that are rapidly evolving as first-mile and last-mile solution. These technologies driven services will likely enable transit-way schedule connections with minimal wait times thus offsetting the negative perception of transfer wait times. This combined with dedicated right of way that allows transit vehicles to operate at near highway speeds offers the potential to make the transit travel-time very competitive as compared to auto-travel and enable greater transit mode-shift.	April 3 rd , 2020	Agreed. No changes to the EPR.
BR-6	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>Cultural Heritage</u> Heritage staff is not anticipating any adverse and negative impact on the city’s cultural heritage resource resulting from the implementation and construction of this Transitway project. The material assessing the existing site condition for this project have properly identified that this Transitway project will cross in total one (1) property within the City of Brampton that has been recognized for containing a cultural heritage resource. This heritage property is known as the Dolson Farm and is located at 7696 Heritage Road. This heritage property is included on the Municipal Heritage Register of Cultural Heritage Resources (“Listed”). The portion of the Transitway’s infrastructure that will cross this heritage property is proposed at a distance from the property’s cultural heritage resources that is considered sufficient to ensure that its location and construction will not generate any adverse and negative impact from a cultural heritage perspective.	April 3 rd , 2020	Noted. As indicated in the draft EPR, a Cultural Heritage Evaluation Report will be prepared for this heritage property. Results of this report will be included in the Final EPR. No changes to the EPR.
BR-7	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>Archaeology</u> The material provided is mentioning that: “all remaining stage 2 archaeological assessment work and required stage 3 and 4 archaeological assessment work will be completed prior to construction.” The material is also confirming that: “the 407 Transitway will be cleared of all archaeological concerns prior to construction.” Heritage staff is therefore satisfied that all archeological licensing and conservation requirements will be met as required by the Ministry of Heritage, Sport, Tourism and Cultural Industries.	April 3 rd , 2020	Noted. No changes to the EPR.
BR-8	City of Brampton, Ghaz Mohammad	February 5, 2020	N/A	<u>Active Transportation perspective</u> The City’s Active Transportation Master Plan identifies grade separated Provincial highways (Highway 410 and Highway 407ETR) as major barriers to travel by bicycle within and between our communities. It is essential that any future highway (or transitway) construction enhance conditions for walking and cycling by addressing the design of crossings at and over Provincial infrastructure. Navigating existing bridges and interchanges as they are currently designed is a highly uncomfortable and unsafe undertaking for cyclists and pedestrians, to the extent that most will not even attempt it. Through this process, the City of Brampton is eager to work with the MTO to improve active transportation infrastructure at such crossings, including consideration of alternatives such as dedicated crossing structures. The proposed Hwy 407 Transitway should include proper active transportation crossings/connections to support walking and commuter cycling in Ontario communities, including both ‘shared’ road crossings and separated crossings (pedestrian and cycling bridges and tunnels). The Hwy 407 Transitway presents an ideal opportunity to implement a continuous and generally uninterrupted cycling facility in a protected right of way that can enhance regional connectivity and improve active	April 3 rd , 2020	A Commitment has been added to Chapter 10 of the EPR stating that interaction of the 407 Transitway facilities with existing and/or planned municipal active transportation infrastructure will be reviewed and discussed with the corresponding municipalities and agencies during the Detail Design phase of the project . Adding an active transportation facility, parallel to the 407 Transitway, was considered and disregarded during the development of the 407 Transitway Design Standards by MTO for several reasons including: Safety – The Transitway is a high-speed facility to be used by professional bus operators and emergency vehicles only. Further, the 407 Transitway is being designed to allow potential future conversion to a light rail facility. Legal matters – There are segments of the 407 Transitway that are located within 407 ETR’s right of way. 407 ETR does not allow pedestrians or cyclists within their right of way.

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DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG						
Comment No.	Agency	Date Received	EPR Section	Comment	Date Responded	Response and Changes to the EPR
				transportation access to commute destinations (including connections to intersecting north-south cycling infrastructure/routes, and to transit stations). It is imperative that a cycling facility be considered in parallel with the transitway alignment. To neglect this would be to miss the best opportunity for building a key piece of infrastructure in an interconnected provincial cycling network.		Commitment stated under "Transportation" in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: "The station facility active transportation infrastructure needs, and plans will be reviewed and discussed with the corresponding municipalities and agencies, during the Detail Design phase. Consideration of the inclusion of existing and future surrounding Parks, Active Transportation Routes/Initiatives, Valleylands, and Trails will be considered in future site plan development."

8.3. Consultation with Indigenous Communities

Consultation with the MECP’s Environmental Approvals and Permissions Branch identified potential Indigenous Communities that may hold an interest in this study. In accordance with subsection 7(4) of the *Ontario Regulation 231/08*, a request letter was sent by MTO on May 25, 2017 to MECP’s Director, Environmental Approvals Branch for a list of bodies to assist the Project team in identifying and contacting Indigenous Communities that may be interested in this study (see **Appendix A**). Consultation has also taken place with the Ministry of Indigenous Relations and Reconciliation throughout the study. In addition, at the outset of the study, the MTO undertook an Aboriginal Consultation Information System (ACIS) search to assist with identifying interested communities.

The Indigenous Communities that were contacted as part of this study include:

- Mississaugas of Scugog Island;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Hiawatha First Nation;
- Beausoleil First Nation;
- Alderville First Nation;
- Curve Lake First Nation;
- Coordinator for the Williams Treaties;
- Mississaugas of the New Credit;
- Six Nations of the Grand River Territory;
- Huron-Wendat Nation;
- Haudenosaunee Development Institute; and,

- Métis Nation of Ontario.

To provide information about the study, to request participation and to obtain available background information related to the study area, communities were also informed that archaeological investigations were required within the study area. The Indigenous Communities were asked to contact MTO with any comments/concerns as well as information/meeting requests. An initial contact letter was sent by MTO (via regular mail) on May 25, 2017 to Indigenous Communities.

Indigenous Communities were invited to attend two rounds of PICs: PIC #1 was held on November 28, and 29 2018 and PIC #2 was held on February 11, and 13 2020. PIC invitation letters were sent by MTO (via registered mail) on November 16, 2018 and January 20, 2020, respectively. The letters also contained Invitations to the pre-PIC meeting (along with copies of the Notice of PIC in English and French). In addition, the invitation letter to attend the two rounds of PIC #1 included a Notice of Study Area Expansion.

The purpose of the pre-PIC meeting was to review the material presented at the PIC prior to the public and to communicate any issues or concerns to the project team. A notification letter informing Indigenous Communities that the draft EPR would be available for review and comment on December 10, 2019, was sent via e-mail by MTO on December 4, 2019. Copies of the environmental technical reports (including the archaeological assessment and natural sciences reports) were made available for review.

A contact letter and a copy of the TPAP notice was sent by MTO (via mail) on May 6, 2020 to advise of the formal start of TPAP. The Mississaugas of the New Credit First Nations and the Huron-Wendat Nation received a different contact letter that included MTO responses to previous emails that were sent to the project team. A letter of notification along with copies of the Notice of Completion in English and French were sent by MTO to inform Indigenous Communities of the submission of the EPR and study completion on July 23, 2020.

Table 8.3 presents a summary of correspondence with Indigenous Communities. The original

correspondence received from all Indigenous Communities are presented in **Appendix A**.

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS COMMUNITIES DURING TPAP

AGENCY	COMMENTS/CONCERNS	ACTION TAKEN
Mississaugas of Scugog Island	An email containing the project comment form was received on June 19, 2017 and noted that the Mississaugas of Scugog Island have no concerns about the study at this time but would like to remain informed about the study's progress. The email noted that they could be removed from the contact list.	No issues or concerns identified. Mississaugas of Scugog Island were removed from the contact list. The project contact list was updated throughout the project.
Chippewas of Georgina Island First Nation	No comments/concerns received.	No issues or concerns identified. Chippewas of Georgina Island First Nation was kept informed throughout the study.
Chippewas of Rama First Nation	<p>An email was received on June 2, 2017 from the Chippewas of Rama First Nation Chief confirming the receipt of the initial contact letter. The letter was shared with Council and was forwarded to Karry Sandy-McKenzie, Williams Treaties First Nation Process Coordinator/Negotiator, who reviews letters and takes any necessary action. The email noted contact details for Ms.McKenzie.</p> <p>An email was received on November 26, 2018 from the Chippewas of Rama First Nation Community Consultation Worker, stating that the Chippewas of Rama First Nation wishes to be informed as the project moves forward and would like to be provided with the final environmental assessment and the archeological assessment. The email also noted that they want the project team to remain in contact with the Chippewas of Rama First Nation on any future projects that may impact their traditional territories.</p> <p>An email was received on April 2, 2019 from the representative from the Chippewas of Rama First Nation stating that back in November they received a notice regarding the 407 Transitway Study Area Expansion from Brant Street to Hurontario Street. An email was previously sent on November 26th, 2018 to the project team asking to be updated as the project moves forward, as well as to remain updated on copies of the EA and Archaeological Report upon completion. The Community Consultation Worker wanted to follow up on any updates the project team could provide.</p>	<p>The project contact list was updated.</p> <p>An email response was sent on April 2, 2019 stating that up-to-date information can be found on the project website: www.407transitway.com/brantTOHurontario and that the project is still in the initial stages. Further studies, including but not limited to, an evaluation of potential alternative designs and detailed environmental field investigations are currently being undertaken and planned to be completed by fall/winter 2019/2020. Chippewas of Rama First Nation will be notified of the second PIC to be held with the purpose of presenting the results of the environmental studies, the evaluation of design alternatives and the recommendation of the preferred alternative. The second PIC is scheduled for late 2019/early 2020. The email noted that there is currently no construction timeframe or government dedicated finding for the implementation of the 407 Transitway.</p> <p>Chippewas of Rama First Nation will be notified of the release of the final EPR along with all the archaeological documents (Stage 1 and Stage 2) Archaeological Assessment Reports.</p> <p>Chippewas of Rama First Nation was kept informed throughout the study.</p>
Hiawatha First Nation	No comments/concerns received.	The project contact list was updated. Hiawatha First Nation was kept informed throughout the study.
Beausoleil First Nation	No comments/concerns received.	No issues or concerns identified. Beausoleil First Nation was kept informed throughout the study.
Alderville First Nation	No comments/concerns received.	No issues or concerns identified. Alderville First Nation was kept informed throughout the study.
Curve Lake First Nation	An email with an attached letter was received on July 24, 2017 from Chief Phyllis Williams providing the project team with Curve Lake First Nation's Consultation and Accommodation Standards. The letter noted that Curve Lake First Nation has trained Archeological Liaisons who are available to actively participate in the archaeological assessment process as a member of a field crew. Curve Lake First Nation would like to be advised and notified of any anticipated negative environmental impacts or anticipated impacts on Treaty and Aboriginal rights.	Comments were noted by the project team. Curve Lake First Nation will be notified of the release of the final EPR along with all the archaeological documents (Stage 1 and Stage 2) Archaeological Assessment Reports. Curve Lake Nation was kept informed throughout the study.

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS COMMUNITIES DURING TPAP

AGENCY	COMMENTS/CONCERNS	ACTION TAKEN
Coordinator for the Williams Treaties	No comments/concerns received.	No issues or concerns identified. Coordinator for the Williams Treaties was kept informed throughout the study.
Mississaugas of the New Credit	An email was received on December 4, 2019 from Chief Laforme, in response to an email sent by MTO containing direct access to the draft EPR. The email stated that he would like to discuss the 407 Transitway project as it transverses much of Mississauga's treaty lands.	On May 6, 2020 the TPAP commencement letter included a response to the email that was received on December 4, 2019 regarding a discussion of the 407 Transitway project. It was noted that the Ministry recognizes that Indigenous partners are prioritizing COVID-19 responses to help protect the health and well-being of their communities, and as a result, this may impact the ability to respond to ministry projects. MTO remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone consultation discussions at this time. The letter noted that the MTO Project Manager is available for a meeting if there is an interest in meeting as a result of the letter. Mississaugas of the New Credit was kept informed throughout the study.
Six Nations of the Grand River Territory	No comments/concerns received.	No issues or concerns identified. Six Nations of the Grand River Territory was kept informed throughout the study.
Huron-Wendat Nation	<p>An email and a comment form was received on May 30, 2017 from the Ontario Project Coordinator confirming that the initial contact letter was received. The Ontario Project Coordinator was requesting the shapefiles of the study area to determine the potential for Huron-Wendat Nation archaeological sites. It was also asked if the comment form needed to be completed.</p> <p>A second email was received on May 31, 2017 from the Ontario Project Coordinator asking when the archaeological work is expected to start.</p> <p>An email was received on November 22, 2018 from the Ontario Project Coordinator confirmed that PIC #1 invitation letter was received on November 21, 2018. The email stated was that Huron-Wendat Nation would be happy to provide comments on the new study area but would need the shapefiles for the new study area to do so.</p> <p>An email was received on December 5, 2019 from the Ontario Project Coordinator officially requesting for Huron-Wendat Nation to be involved in any further Stage 2 fieldwork related to the project.</p> <p>On May 8, 2020 an email was received from the the the Ontario Project Coordinator acknowledging reception of the attached letter addressed to Grand Chief Sioui on the 407 Transitway from West of Brant Street to West of Hurontario Street Project. As discussed and stated in previous correspondences, Huron-Wendat Nation insists they be involved in any further archaeological fieldwork associated with the Transitway Project. The email noted that they are formally requesting to be part of the remaining Stage 2 fieldwork and any other subsequent stages.</p> <p>An email was received on June 15, 2020 from the Ontario Project Coordinator acknowledging the email and project update from the project team. The email noted a request for Huron-Wendat Nation to be involved in the whole 407 Transitway project, and not just the West of Brant Street to West of Hurontario Street Section. The Huron-Wendat Nation insisted again to be involved in all further archaeological assessments related to the project and to be provided with the Stage 2 report of the West of Brant Street to West of Hurontario Street Section, when available.</p>	<p>On May 31, 2017, the project team sent an email to the Files Coordinator stating that the shapefiles have been requested and will be passed along as soon as they are available. The email also indicated that the Ontario Project Coordinator would not need to fill out the standard form again, MTO will assume that Huron-Wendat is interested in receiving all future information about this study.</p> <p>On May 31, 2017, the project team sent a second email in response to the Ontario Project Coordinator noting that for the 407 Transitway assignment from west of Brant Street to west of Winston Churchill Boulevard section, the MTO anticipates archaeological work (Stage 1 and 2) to be initiated in the summer of 2018.</p> <p>On December 4, 2019 the project team e-mailed the Ontario Project Coordinator a letter notifying Huron- Wendat Nation on the availability of the EPR for their review and comment. The shapefiles that were previously requested were provided in the email. No further concerns/comments resulted from Huron-Wendat Nation receiving this information from MTO.</p> <p>On May 6, 2020 the project team e-mailed the TPAP commencement letter which included a response to the email that was received on December 5, 2019. It was noted that the project team is open to exploring further engagement opportunities when projects have the potential to adversely impact Aboriginal and Treaty rights or cultural resources. It was noted that the Ministry recognizes that Indigenous partners are prioritizing COVID-19 responses to help protect the health and well-being of their communities, and as a result, this may impact the ability to respond to Ministry projects. MTO remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone consultation discussions at this time. The letter noted that the MTO Project Manager is available for a meeting if there is an interest in meeting as a result of the letter.</p> <p>On June 12, 2020 the project team e-mailed the Ontario Project Coordinator acknowledging the receipt of the email sent on May 8, and the request for further involvement in the Stage 2 archaeology. While the partial Stage 2 archaeology requirements for the TPAP process has been completed, the project team has shared the Stage 1 Archaeological Assessment Report in the Draft Environmental Project Report (EPR) on December 4, 2019 with Huron-Wendat Nation. The Stage 2 Archaeological Assessment Report will be shared with Huron-Wendat Nation as part of the final EPR 30-day review period beginning on August 13, 2020. A separate 'Notice of Completion of EPR' will be sent to Huron-Wendat Nation in advance of the review period with additional information on how to access the EPR. The email noted that the project team understands that archaeology remains a key area of interest for Huron-Wendat Nation, and the Ministry looks forward to exploring future engagement opportunities with Huron-Wendat Nation in connection with Ministry projects, including future potential archaeology work on the 407 Transitway from west of Brant Street to west of Hurontario Street. Further Stage 2 archaeology, as well as Stage 3 and potentially Stage 4, will be conducted when the project reaches the Detail Design phase in the future. The Detail Design for this project has not been funded or scheduled, but the Ministry is committed to engaging with the Huron-Wendat Nation and when this project advances. MTO will continue to acknowledge Huron-Wendat Nation's keen interest in archaeology. The project team looks forward to continuing proactive and meaningful open dialogue on MTO projects moving forward.</p> <p>Huron-Wendat Nation was kept informed throughout the study.</p>
Haudenosaunee Development Institute	No comments/concerns received.	No issues or concerns identified. Haudenosaunee Development Institute was kept informed throughout the study.

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS COMMUNITIES DURING TPAP

AGENCY	COMMENTS/CONCERNS	ACTION TAKEN
Métis Consultation Unit, Métis Nation of Ontario Head Office	No comments/concerns received.	No issues or concerns identified. Métis Consultation Unit was kept informed throughout the study.

8.4. Consultation with the Public and Landowners

To facilitate the consultation process, notification of consultation activities/opportunities were provided to the public and to landowners in the vicinity of the study area. The public was able to choose a level of involvement from one or more of the following options:

- Project website (407Transitway.com);
- PICs; and,
- Contacting the project team directly.

8.4.1. Public Notification

Since the study area (City of Mississauga) is located within an area designated for French Language Services, the notices were published in both English and French. The local English newspapers included the *Brampton Guardian*, *Mississauga News*, *Burlington Post*, and *Oakville Beaver* the local French newspaper included *Le Métropolitain* (Mississauga).

The following four types of notices were advertised in four local newspapers:

- “Notice of Public Information Centre #1” published on November 22, 2018 in French (in *Le Métropolitain* (Mississauga)), and on November 22, 2018 in English (in the *Brampton Guardian*, *Mississauga News*, *Burlington Post* and *Oakville Beaver*);
- “Notice of Public Information Centre #2” published on January 30, 2020 in French (in *Le Métropolitain* (Mississauga)), and on January 30, 2020 in English (in the *Brampton Guardian*, *Mississauga News*, and *Burlington Post* and *Oakville Beaver*);
- “Notice of Commencement of Transit Project Assessment Process”; published on April 16, 2020 and April 23, 2020 in French (in *Le Métropolitain* (Mississauga)), and on April 16 and April 23, 2020 in English (in the *Brampton Guardian*, *Mississauga News*, *Burlington Post* and *Oakville Beaver*); and,
- “Notice of Completion of Environmental Project Report” published on August 13, 2020 and August 20, 2020 in French (in *Le Métropolitain* (Mississauga)), and on August 13, 2020 and August 20, 2020 in English (in the *Brampton Guardian*, *Mississauga News*, *Burlington Post* and *Oakville Beaver*).

The “Notice of Public Information Centre #1” and the “Notice of Public Information Centre #2” included a discussion of the project, the TPAP, and PIC specifics (including date, time and location) and provided information on how to submit comments to the project team. A copy of the notices are presented in **Appendix A**.

The “Notice of Commencement of Transit Project Assessment Process” was placed in the local

newspapers to initiate the TPAP on April 16, 2020 and April 23, 2020. To meet the TPAP requirement of publishing the notice on two days, the notice was published in the same local newspapers on two consecutive weeks. Information about the project and how to submit comments to the project team was included in the notice. A copy of the notice is presented in **Appendix A**.

The “Notice of Completion of Environmental Project Report” was placed in local newspapers on August 13, 2020, and August 20, 2020. The notice provided details about the study, identifies locations where copies of the EPR is available for public review, the closing date for submission of comments, and information on how to contact the project team for further information or submission of comments. A copy of the notice is presented in **Appendix A**. Digital copies of all notices in English and French was posted on the project website (407transitway.com).

Throughout the project, a list of contacts received from members of the public who have contacted the project team as a response to newspaper publication of the notices, attended the two PICs and/or provided their email addresses via the project website, was prepared and maintained. This list was used to send via regular mail and via e-mail copies of the notices.

8.4.2. Notification to Landowners in Close Vicinity of the Transitway

A total of 26,228 copies of the “Notice of PIC #1” (English on one side, French on the other side) were distributed to residences, businesses, and landowners (including houses, apartments, and facilities) located within, or in the vicinity of, the study limits by Canada Post Unaddressed Bulk Mail Delivery service during the week of November 19, 2018 to inform local residents, landowners, business owners, and facility owners/operators of PIC #1. The notices were sent beyond the 30 m area as required by the TPAP. For the most part, landowners, approximately 500 m on either side of the 407 ETR, received the notices.

The “Notice of PIC #2” (English version on one side, French version on the other side) was distributed to approximately 26,600 points of call (including houses, apartments, businesses and facilities) located within or in the vicinity of the Transitway alignment/station locations to inform local residents, property owners, business owners, and facility owners/operators. This coverage generally included an area within 200 to 800 m of the Transitway on either side of 407 ETR. The PIC Notices were distributed by Canada Post bulk mail delivery during the week of January 21, 2020.

The “Notice of Commencement of Transit Project Assessment Process” was distributed to approximately 26,600 points of call (including houses, apartments, businesses and facilities) located within or in the vicinity of the Transitway alignment/station locations to inform local residents, property owners, business owners, and facility owners/operators. This coverage is the same as for the distribution of past notices. The notices were distributed starting March 27, 2020 by Canada Post.

The “Notice of Completion of Environmental Project Report” was distributed to approximately 26, 250 points of call (including houses, apartments, businesses and facilities) located within or in the vicinity of the Transitway alignment/station locations to inform local residents, property owners, business owners, and facility owners/operators. This coverage is the same as for the distribution of past notices. The notices were distributed starting July 23, 2020 by Canada Post.

Landowners of identified properties expected to be impacted by the construction of the 407 Transitway were notified of the PICs, commencement of the TPAP and completion of the EPR. Impacted property owners were contacted via registered mail service prior to PIC #2. Enclosed within the sent package was a letter, a notice of PIC #2, and mapping of their property plate(s) in relation to the proposed 407 Transitway. Impacted property owners were notified that the preferred preliminary design alternative for the 407 Transitway would have impacts to their property. A conceptual figure of the impacted area of the properties in question was mailed through registered mail service on January 20, 2020. Several impacted property owners were contacted multiple times due to unsuccessful attempts to reach them. Alternate addresses were provided by municipalities and Canada Post.

The “Notice of Commencement of Transit Project Assessment Process” and the “Notice of Completion of Environmental Project Report” were sent (via mail) to all impacted landowners on March 27, 2020 and July 23, 2020 respectively.

8.4.3. Public Information Centre #1 (PIC #1)

The purpose of PIC #1 was to introduce the 407 Transitway project to the public, to present an overview of the existing site conditions (including information on ridership and environmental considerations), the planning alignment and station location alternatives, the initial alternative recommendations for the alignment and station locations, and the alternatives evaluation criteria and methodology, and to solicit input from external agencies, Indigenous Communities and landowners/the public.

PIC #1 was held at the following two locations:

November 28, 2018	November 29, 2018
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Vic Johnston Community Centre Hall	Mainway Recreation Centre
335 Church Street, Mississauga	4015 Mainway, Burlington

Project stakeholders, including elected officials, government agencies, and other interested agencies, as well as Indigenous Communities, were invited by letter to attend the PIC from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC meeting (along with copies of the “Notice of PIC #1” in English and French) were mailed on November 16, 2018. The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders to review the material presented at the PIC prior to the PIC and to communicate any issues or concerns to the project team in a candid manner. The PIC for members of the public and landowners took place from 4:00 p.m. to 8:00 p.m.

Displays/exhibits available during the PIC included boards providing information about the purpose of the PIC, the 407 Transitway schedule and study process, service concept, ridership study, environmental considerations, screening of the station locations, Transitway corridor and candidate station nodes, existing environmental conditions and future studies, methodology for evaluating the planning alignment and station site alternatives (including evaluation criteria), planning alignment and station site alternatives, the initial alternative recommendations for the alignment and station locations, next steps and Freedom of Information and Protection of Privacy details. The project team contact information was provided and PIC participants were encouraged to contact the project team with input, comments and questions. A copy of the PIC display panels is presented in **Appendix A**. The PIC display panels were posted on the project website on December 3, 2018.

A total of 109 people signed the attendance registers for PIC #1. 31 people attended the PIC at Vic Johnstone Community Centre Hall in Mississauga including 9 representatives from external agencies (three representatives from the Region of Peel, four representatives from the City of Mississauga, one Mississauga Councillor, and one from MiWay. A total of 78 people attended the PIC at the Mainway Recreation Centre in Burlington including 12 representatives from external agencies (six staff from the City of Burlington, one City of Burlington Councillor, one City of Burlington Chamber of Commerce, two from Town of Oakville, one from the Municipality of Halton Hills and one from Halton Region). A number of impacted property owners also attended the PICs.

Comment sheets were available at the PIC for participants to record their issues and concerns. Participants were encouraged to complete the comment sheets at the PIC, or mail, fax or email the comment sheets to the project team by December 28, 2018.

A total of 24 separate PIC comments from 21 different individuals were received by the project team before, during and after the PIC #1 during the 30-day comment period. A total of seven comment forms were filled out and submitted at and after the PIC. Copies of all PIC correspondence including comment forms, letters, emails and website comments (as well as comments/inquiries received after PIC #1) are provided in **Appendix A**.

Specific responses to all formal comments provided prior to, during, and following PIC #2, were prepared and forwarded to the commenting party. A summary of the comments received at PIC #1, after the 30-day comment period, and the project team’s responses are presented in **Table 8.4**. A summary of the comments received after the PIC #1 (30-day comment period) up to PIC #2, and the project team’s responses are presented in **Table 8.5** As per the *Freedom of Information and Protection of Privacy Act*, the names of the members of the public and landowners are not provided.

Most of the PIC participants were interested in reviewing and gaining an understanding of the proposed 407 Transitway. There was general support for the 407 Transitway. As outlined in **Table 8.4** some of the issues/concerns discussed at the PIC and outlined in the written comments were related to property impacts, potential noise and traffic impacts, the need for pedestrian/cyclist access at the stations, and the preference for some stations to be built sooner. A few external agencies provided further information on requirements that need to be met as the project progressed.

8.4.4. Public Information Centre #2 (PIC #2)

The purpose of the second PIC was to present the technically preferred route alignment, stations and support facility, potential environmental impacts and mitigation measures, provide answers to any questions and/or receive input from external agencies, Indigenous Communities and property owners/members of the public.

PIC #2 was held at the following two locations:

February 11, 2020	February 13, 2020
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Mainway Recreation Centre 4015 Mainway, Burlington	Cornerstone Community Church 3020 Vanderbilt Road, Mississauga

Project stakeholders, including elected officials, government agencies, and other interested agencies, as well as Indigenous Communities, were invited by letter to attend the PIC from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC meeting (along with copies of the “Notice of PIC #2” in English and French) were mailed on January 20, 2020. The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders to review the material presented at the PIC prior to the PIC and to communicate any issues or concerns to the project team in a candid manner. The PIC for members of the public and landowners took place from 4:00 p.m. to 8:00 p.m.

Displays/exhibits available during the PIC included various text displays providing information on the purpose of the PIC, the 407 Transitway project (including infrastructure characteristics), schedule and study process, corridor growth, service concept and ridership projection, the preferred alignment alternative and station locations, environmental impact assessment and mitigation measures, next steps, and Freedom of Information and Protection of Privacy details. Project team contact information was provided, and PIC participants were encouraged to contact the project team with input, comments and questions.

A copy of the PIC display panels is presented in **Appendix A**. The PIC display panels were posted on the project website on February 14, 2020.

A total of 141 people signed the attendance registers at the PICs. A total of 92 people attended the PIC at the Mainway Recreation Centre in Burlington including 4 representatives from external agencies (4 from City of Burlington, one City of Burlington Councillor, one from Town of Oakville, one from the Town of Halton Hills and three from Region of Halton). A total of 49 people attended the PIC at the Cornerstone Community Church in Mississauga including 6 representatives from external agencies (two from the Region of Peel, five from City of Mississauga, one City of Mississauga Councillor, one from the Brampton Heritage Board, one from the City of Brampton, and one from Toronto and Region Conservation Authority (TRCA). A number of impacted property owners also attended the PICs. The attendance registers are presented in **Appendix A**.

Comment sheets were available at the second PIC. Participants were encouraged to complete the

comment sheets at the PIC, or mail, fax or email the comment sheets to the project team by March 10, 2020. PIC comments from 52 different individuals were received by the project team before, during and after the PIC during the 30-day comment period. A total of 33 comment forms were filled out and submitted at and after PIC #2. Copies of all PIC #2 correspondence including comment forms, letters, emails and website comments are provided in **Appendix A**.

Specific responses to all formal comments provided prior to, during, and following PIC #2, were prepared and forwarded to the commenting party. A summary of the comments received at PIC #2, after the 30-day comment period, and the project team’s responses are presented in **Table 8.6**. A summary of comments received from members of the public and landowners after PIC #2 (30-day comment period) to the EPR filing are summarized in **Table 8.7**. As per the *Freedom of Information and Protection of Privacy Act*, the names of the members of the public and landowners are not provided.

Most of the PIC participants were interested in reviewing and gaining an understanding of how the preferred alignment and station locations of the 407 Transitway project would impact their properties. In general, there was support for the preferred alignment of the runningway and station locations. Several questions regarding the TPAP process, the location of the stations and future opportunities for public consultation were made by various representatives.

Some of the issues/concerns discussed at the second PIC and/or outlined in the written comments were related to property impacts by the transitway and the existing noise impacts, and vegetation loss associated with the 407 ETR. Property owners who attended the PIC were from the segment near Ninth Line in the City of Mississauga and in the segment through the City of Burlington (i.e. near Brant Street). Inquiries were made regarding the proximity of the preferred alignment to their property and potential impacts to noise, air quality as well as floodplain impacts. A representative from the Brampton Heritage Board raised concerns over the preferred alignment of the 407 Transitway impacting the Churchville Heritage District. In general, comments regarding the preferred transitway alignment, the design and location of stations were provided to the project team. Several requests to be included in the contact list for future notifications were received via the project’s website and via email.

TABLE 8.4 COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #1 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
1	Website/E-mail	November 9, 2017	November 29, 2017	While reviewing the Summary of Background Studies document on the proposed Amendments to the Parkway Belt West Plan, I was wondering where I might be able to obtain more information on the "407 West Transitway Corridor Protection Study (2005)"?	<p>I was passed along your email regarding the on-going Environmental Assessment (EA) study for the 407 Transitway, from west of Brant Street to Winston Churchill Boulevard. I am the MTO Project Manager responsible for the 407 Transitway and am happy to provide you some information.</p> <p>The amendments to the Parkway Belt West Plan have recently been placed on hold by Ministry of Municipal Affairs to allow MTO to complete the EA work for the 407 Transitway (Brant to Winston Churchill). After EA completion and approval, the Parkway Belt West Plan will be amended to match the 407 Transitway preliminary design. Essentially, all elements of the 407 West Transitway Corridor Protection study (2005) are now out of date because the 407 Transitway EA study is on-going.</p> <p>Unfortunately, the Project team does not have a complete digital version of the 407 West Transitway Corridor Protection Study (2005) as this was only a high-level feasibility study and not a public document. If you would like to see drawings for a specific area, please provide me rational and need for these and I will gladly send you a scan copy of the specific area.</p>
2	E-mail	February 6, 2018	February 6, 2018	I'm following up on a phone call I made last week. I Would like to know if there any updates on what is required of my land if any?	<p>Thank you for the voicemail and email. The 407 Transitway study (from west of Brant Street to West of Winston Churchill Boulevard) is still in the pre-planning phase and alignment/ station options are still being developed analyzed.</p> <p>As a stakeholder within the on-going study area, you will be notified of progress throughout this assignment, including upcoming Public Information Centres. Unfortunately, we have not yet scheduled the first round of PICs but anticipate sometime in spring 2018.</p> <p>The Project team still hopes this segment of the 407 Transitway will be approved by late 2019. At that time, we will have achieved the design and property requirements for the 407 Transitway.</p> <p>The City of Mississauga's Ninth Line land-use study has protected for a Transitway corridor and station south of Britannia Road through this area. The 407 Transitway EA will use the City's study as a basis, but more detailed analysis, modelling and engineering will help to develop the exact design limits required to implement the 407 Transitway in the future. The Project team suggests continuing to check the project website (www.407transitway.com/brantToWinstonChurchill/) for all updated information as this study progresses.</p>
3-A	Website/E-mail	April 23, 2018	May 04, 2018	<p>I am a consulting planner working on a development proposal. We have received comments from the MTO. We are wondering if there was an update with regard to the EA for the 407 transitway; and if you have an approximate date on when the EA will be scoped to the north or south side of the 407 corridor.</p> <p>Further, I was also wondering if you could confirm the exact dedication and setback requirements that our lands are subject to – until such time as the EA is scoped. Any additional information you could provide would be greatly appreciated.</p>	<p>Attachments were not attached to the email for reference. However, general updates for the on-going 407 Transitway EA study, from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga) were provided. Currently, the protected 407 Transitway Corridor is 60m wide along the south and north sides of Highway 407 in the Appleby Line area, measured from the Highway 407 property line. This corridor is to protect for the future EA design and to give flexibility during that process. The project team is currently undertaking pre-planning activities for this EA study section. It is the final EA section for the entire 150km fully grade-separated 407 Transitway, that will run from Burlington to Highway 35/115 in Durham Region. MTO will not have determined the preferred alignment and station locations for this study until the preliminary design phase of the project, tentatively anticipated to begin in early 2019. MTO expects this EA study being completed and approved by late 2019/early 2020. For up-to-date information throughout this EA study, visit the project website (www.407transitway.com). Standard MTO setbacks and conditions apply measured from the Transitway corridor (60m) in advance of completing the EA design work. All MTO permit and setback requirement questions should be directed to MTO's Corridor Management Office.</p> <p>The project team sent a response email on May 04, 2018, confirming that the stakeholder understood the project team's response correctly/ The email also noted the project team is still analyzing both sides of Highway 407 in the Appleby Line area. Early 2019 is a conservative schedule. The project team suggests continuing checking the project website for updates and mentions that the Public Information Centre in the Fall 2018 will present planning alternatives. It is possible that the project team may have narrowed down the</p>

TABLE 8.4 COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #1 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
					preferred alignment option for this area by then depending on our field investigations and information obtained by stakeholders.
3-B	Website/E-mail	May 04, 2018	May 04, 2018	<p>Thanks for the reply – the attachments included with my initial email are attached. If I read your email correctly, MTO will not have scoped the preferred route design until early 2019 – accordingly, a 60m wide corridor will be protected along the north and south side of the 407 until the project is scoped to the preferred route?</p> <p>A second email asked if the project team could confirm that the typical 14m MTO setback would apply from the limit of the protected 60 m widening? Or would the 60m widening include this setback?</p>	<p>The 14m MTO setback would have to be confirmed with MTO's Corridor Management office, they administer the MTO permits and required setback requirements. However, based on experience, the setback requirements are always measured from the 60m Transitway corridor (i.e. 60m + 14m setback) in advance of having an approved EA design.</p> <p>The project team sent a response email confirming that the stakeholder understood the project team's response correctly/ The email also noted the project team is still analyzing both sides of Highway 407 in the Appleby Line area. Early 2019 is a conservative schedule. The project team suggests continuing checking the project website for updates and mentions that the Public Information Centre in the Fall 2018 will present planning alternatives. It is possible that the project team may have narrowed down the preferred alignment option for this area by then depending on our field investigations and information obtained by stakeholders.</p>
3-C	Website/E-mail	August 16, 2018	August 16, 2018	Is there was any progress on the 407 Transitway EA for the Brant Street to Hurontario Street portion?	<p>The 407 Transitway Environmental Assessment study (from west of Brant Street in Burlington to west of Hurontario Street in Mississauga) is still on-going. The project team is currently evaluating all options for the 407 Transitway alignment and station locations. A Public Information Centre in the fall 2018, likely after the Municipal Elections, where all alignment and station options for this entire study will be presented to the public and stakeholders. At that time, the project team is encouraging comments and feedback. The Project team suggests the stakeholder continues to follow the project website (www.407transitway.com/brantToHurontario) for up-to-date project information.</p> <p>Once available, the project team will circulate the Public Information Centre dates/times/locations to all stakeholders within the study area and posting the information on the project website. The stakeholder's contact information was added to the project mailing list to receive future study notifications.</p>
4-A	E-mail	July 31, 2018	August 1, 2018	<p>I hope you are doing well, we had conversed via email a while ago...I was wondering what was happening with this Transitway. Is there an environmental stay moving according to plan? Will it be completed within the 2 years previously outlined- so October 2019?</p> <p>There is also a transit hub at Neyagawa and 407 in the preliminary Halton plan, is this moving forward? will it be part of the study? Will the study include a plan for this hub and how much acreage is required? [REDACTED] (I am director) owns that land and would like to get any information you may have. I also heard recently that the hub may change locations, is this a possibility? Any updates you can give me would be very much appreciated. I would also appreciate a call on my cell. I will also try to call you. Thanks.</p>	<p>Thank you for the email and voicemail. As previously mentioned in our communication, the 407 Transitway Environmental Assessment Study is still on-going. My project team is currently evaluating all options for the 407 Transitway alignment and station locations, including the area at Highway 407 & Neyagawa. We are planning to hold a Public Information Centre in the fall of 2018, likely after the Municipal Elections where all alignment and stations, clearly indicating the exact limits of all station locations.</p> <p>My recommendation is to follow the project website(http://www.407transitway.com/brantToHurontario/) for up-to-date project information. Once available we will be circulating the Public Information Centre dates/times/locations to all stakeholders within the study area and posting the information on the project website.</p>
4-B	E-mail	August 10, 2018	-	<p>This is what my contact wrote, in writing a bit different from what he verbally told me. I would like to still speak with you, so I appreciate our call today.</p> <p>MTO Scheduled a public meeting in later fall of 2017 The meeting did not occur. This delayed the EA by a year. Confirmed by various Planners. I followed up with Oakville Planning staff in early 2018 for MTO to reschedule. MTO's timeline was still known.</p>	<p>A phone call took place with the project team on August 10, 2018 to clarify planned project dates.</p> <p>The stakeholder's contact information was added to the project mailing list to receive future study notifications, including an invitation to attend PIC # 1, anticipated in Fall 2018.</p>
5	Website/E-mail	August 7, 2018	August 13, 2018	Are there any plans or information available for the section of lands located near the intersection of Highway 407 and Appleby Line in Burlington?	The Brant Street to Hurontario Street Section of the 407 Transitway is currently in the planning phase. We anticipate the first Public Information Centre (where all alignment and station site alternatives will be

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					presented) would be held fall 2018. The dates/times/locations have not yet been finalized. Once the information is available, it will be placed on the project website. The stakeholder's contact information was added to the project mailing list to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019.
6	Website/E-mail	November 27, 2018	November 28, 2018	I just got the notification for this, and since the meeting is so soon, I cannot attend. But I'm curious. How much wider will the road be made? Or will it not be widened? How much nearer will this be to my home? I am totally not against more buses and light rail, it's the way to go. But I'm just curious if I'm suddenly going to be living on a highway! Thanks	Thank you for your question and comments submitted via the project website regarding the 407 Transitway project, from west of Brant Street to west of Hurontario Street. The Public Information Centres (PICs) are scheduled for tonight (Mississauga) and tomorrow (Burlington). Early next week, all information presented at these PICs will be placed on the project website (http://www.407transitway.com/brantToHurontario/). Since the project is only within the planning phase, these PICs will be showing ALL alignment and station options that have been developed to date. We suggest you have a look at all the PIC materials next week and submit any further comments and questions after seeing the public information showing ALL alignment and station options.
7-A	Website/E-mail	November 27, 2018	November 28, 2018	I'm wondering what exactly is supposed to be happening with this transitway project between Brant St. and Hurontario St. Is it adding on additional width to the 407 corridor? It is unclear here (on this website) and in the literature that has been mailed out and I am very concerned, as my home backs onto the 407 and I would be very disappointed to find out that my yard and property would be disrupted due to expansion of the 407, not to mention the noise factor. This is not intended to be in any way an aggressive message, I am simply seeking some clarification. I would also consider making the information provided thus far more clear, as not everyone will be able to attend the PIC events to get verbal clarification.	Thank you for your question and comments submitted via the project website regarding the 407 Transitway project, from west of Brant Street to west of Hurontario Street. The Public Information Centres (PICs) are scheduled for tonight (Mississauga) and tomorrow (Burlington). Early next week, all information presented at these PICs will be placed on the project website (http://www.407transitway.com/brantToHurontario/). Since the project is only within the planning phase, these PICs will be showing ALL alignment and station options that have been developed to date. We suggest you have a look at all the PIC materials next week and submit any further comments and questions after seeing the public information showing ALL alignment and station options.
7-B	Website/ E-mail	December 9, 2018	December 13, 2018	Thank you for forwarding the information from the PIC presentation. As I was unable to attend the PIC presentation, I would like to forward my comments/concerns regarding the project. It seems that alignment option 1 (in purple in the presentation), along with platform option A and station limit option A have the least amount of negative points and would be the most reasonable option, should the project proceed (as I am assuming it will, regardless of public comments and input). I can certainly appreciate the need for better and more efficient public transportation options, and I would hope that the public has been surveyed to obtain an idea of how many people would reasonably use this transitway, as well as what the public feels would be a reasonable cost to ride, in order to assess the true need for this transitway. I have no input with respect to this, as I would not be using it at all, both due to lack of interest and lack of need. However, my concerns pertain to the impact upon residents along the 407 corridor, especially those whose homes existed prior to the construction, but not excluding those whose homes were constructed post-407 construction. There is no mention that I could find in the presentation about potential impact upon residents, both during construction and afterwards during regular operation of the transitway. There will, no doubt, be a significant increase in noise during both of these times, which will have a negative impact upon residents. The 407 as it currently exists it not unreasonably loud for residents, save for high use times, such as rush hour. This is fine, as fewer	The purpose of this study is for the Ministry of Transportation to plan, design and protect the required land for the future staged implementation of this section of the 407 Transitway and to ensure that implementation can take place in the future, as required. The construction timing of the 407 Transitway from Burlington to Highway 35/115 in Durham has not been determined but will be completed in stages. This study, currently in the Planning Phase, includes the ridership analysis, a general assessment of the existing conditions in the study area, and the identification of alignment and station alternatives. Detailed field investigations will be conducted for the preferred alternative and a complete environmental assessment will be prepared which will include potential impacts during construction and operation, and corresponding mitigation measures where applicable. The preferred alternative will be designed to respect private property boundaries where possible. One of the goals of the project is to minimize impacts such as noise and visual intrusion, and to propose adequate mitigation measures. The existence of the berms on either sides of Highway 407 ETR will be considered when developing the design of the facility.

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				<p>people are at home during these times. However, with construction noise and increased and more consistent traffic after construction, I can foresee this becoming an issue and being quite disruptive.</p> <p>Additionally, I am concerned about the use of physical space beyond the existing lanes of the 407. It is clear when doing a Google Maps satellite view search along the 407 corridor, that option 1 provides more physical space for the transitway, but can residents be assured that this will not be encroaching upon their property in any way, whether option 1 or option 2 is chosen? Should private property lines be respected, will residents then be faced with an unappealing concrete wall just behind their homes? Many areas have a visually appealing raised berm that separates their property from view of the 407 and gives the visual illusion of not living right on the highway. Should the raised berm be replaced with an ugly concrete wall, as is often seen near major highways, that would be most unfortunate.</p> <p>I am sure that business owners would have separate concerns, but as a resident, I am simply thinking of what is of concern to me and to others in similar situations. As previously mentioned, I can appreciate the need for additional public transportation, but before spending a significant amount of money on such a project, I would hope that true need for the transitway, as well as impact upon current residents, would be strongly considered.</p> <p>Thank you for the opportunity to provide my small amount of input.</p>	<p>The evaluation of alternatives and Preliminary Design of the preferred alternative will be presented to the public at the next PIC, anticipated for Fall 2019.</p> <p>Thank you for your interest in this important Ministry project. Your feedback is greatly appreciated.</p>
8	Comment Sheet	November 28, 2018		<p>Congratulations on moving forward with this. We need it! Looking forward to more information and PIC#2.</p>	<p>Noted. No response was requested</p>
9	Website/E-mail	November 28, 2018	November 29, 2018	<p>I just received the invitation yesterday for the EA PIC on November 29th in Burlington. I will be at an appointment and may not make it on time to come before 8 p.m. Would you please send me the presentation deck? I am interested in a future Appleby Station.</p>	<p>Thank you for your question submitted via the project website regarding the 407 Transitway project, from west of Brant Street to west of Hurontario Street.</p> <p>Early next week, all information presented at these PICs will be placed on the project website (http://www.407transitway.com/brantToHurontario/)</p> <p>Since the project is only within the planning phase, we are showing ALL alignment and station options that have been developed to date. We suggest you have a look at all the PIC materials next week and submit any further comments and questions after seeing the public information showing ALL alignment and station options.</p>
10	Website/E-mail	November 28, 2018	November 28, 2018	<p>I would like to bring to your attention that this notice was just received yesterday (November 28). The information session for Burlington is tomorrow (November 29).</p> <p>Given the labour disruption at Canada Post, it is extremely disappointing that these Notices were not sent out further in advance, giving families that live along this corridor sufficient time to organize themselves so they may attend.</p> <p>I see in the Notice that you are encouraging "Members of the public, landowners, agencies and other interested parties to attend"... The timing of this notice would lead me to think otherwise. I would expect that another meeting will be scheduled in the near future to accommodate people that were unable to make this one due to the short notice.</p> <p>I await comments prior to contacting local and provincial political representatives.</p>	<p>Thank you for your question and comments submitted regarding the 407 Transitway project, from west of Brant Street to west of Hurontario Street.</p> <p>The Public Information Centres (PICs) are scheduled for tonight (Mississauga) and tomorrow (Burlington). Early next week, all information presented at these PICs will be placed on the project website (http://www.407transitway.com/brantToHurontario/).</p> <p>Since the project is only within the planning phase, these PICs will be showing ALL alignment and station options that have been developed to date. We suggest you have a look at the PIC materials next week and submit any further comments and questions after seeing the public information showing ALL alignment and station options.</p> <p>Future PICs will be held in 2019 once the project has properly evaluated the alternatives, completed the required field investigations and determined the preferred alignment and station locations.</p>
11	Comment Sheet	November 29, 2018	-	<p>I am deeply concerned about the potential additional noise and air pollution.</p> <p>I am concerned about the effect on my property of a 5m noise wall at the bottom of my garden, including its value.</p>	<p>Noted. No response was requested</p>

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12	Comment Sheet	November 29, 2018	-	Please put up high or good working noise blockers to lessen noise from buses.	Noted. No response was requested.
13	Comment Sheet	November 29, 2018	December 31, 2018	<p>Appleby Station – prefer option on the south side as it connects to the existing residential neighbourhood. Stations close to residential should also include lots of bicycle parking.</p> <p>I am interested to know travel times for routes. Will there be express buses to Toronto?</p> <p>Transitway project – what is the travel time to Highway 407 Station. Will it be similar to my current drive on the 407 to Toronto?</p> <p>I hope this gets built- either as BRT but prefer LRT – build for the next 100 years.</p> <p>I’m sure you’re already protecting for future connection to the Yonge Line to Richmond Hill (once it is an approved project).</p> <p>Please add me to your email list.</p>	<p>Thank you for attending the PIC on November 29th, 2018 and providing comments. Responses to your comments submitted at the PIC are provided below.</p> <p>Appleby Station – As described on Board # 27 “Evaluation of Alignment and Station Site Alternatives Criteria”, several criteria and factors will be considered when selecting the preferred station site. All station layouts will include bicycle facilities.</p> <p>Travel Times and Routes – At this stage of the study, the operational service plan has not yet been defined, therefore the routes and travel times, including travel time to the TTC Highway 407 Subway Station have not yet been determined.</p> <p>BRT vs. LRT – The purpose of this Transit Project is to meet the requirements of Ontario Regulation 231/08 Transit Project s and Metrolinx Undertakings, as a Bus Rapid Transit facility. A separate study will need to be undertaken in the future for the conversion to Light Rail; however, the BRT facility will be designed to allow for a feasible conversion to LRT. Please note that the construction/implementation timing of this facility is currently uncertain.</p> <p>Connection to Richmond Hill Centre – The Transitway segment from Highway 400 to Kennedy Road was completed under a separate study and was approved to proceed (subject to the conditions identified in the final Environmental Project Report (EPR)) under the Ontario Regulation 231/08. That study included an intermodal station at Richmond Hill Centre allowing a future direct connection of the 407 Transitway to the other transit systems operating at this location.</p> <p>Email List – We have added your email address to our contact list for future notifications. Thank-you again for attending the first PIC for this project. Your feedback is greatly appreciated.</p>
14	Comment Sheet	November 29, 2018	December 31, 2018	<p>Segment S1 – I would like to see Option B</p> <p>Segment S2 – I would like to see Option B</p> <p>Segment S3 – I would like to see alignment B</p> <p>Segment S4 – I would like to see Option B</p>	<p>Thank you for attending the PIC on November 29th, 2018 and for noting your preferred option for each segment of the Transitway presented at the PIC. We will note your comments during the evaluation of runningway and station alternatives. The results of this evaluation will be presented at the second PIC. You will be notified of this event when the date is determined.</p> <p>Thank-you again for attending the first PIC for this project. Your feedback is greatly appreciated. We have added your email address to our contact list for future notifications</p>
15	Comment Sheet	November 29, 2018	Not indicated	<p>I prefer to choose option B for environmental reasons. Burlington is very crowded We don’t want over development.</p> <p>Option B is south of 407:1) in the rural area can protect farmland, build less houses. 2) for the developed area in urban Burlington: can be more convenient to people to access the new route.</p>	Comments noted.
16	Comment sheet	November 29, 2018	December 31, 2018	Regarding the “Brant Street” area, you are planning on building over Brant Street and not under Brant Street where the 407 is located. This will add extra noise levels and impede on normal Brant Street traffic (north and south).	<p>Thank you for attending the PIC on November 29th, 2018 and for your comment regarding concerns with noise and traffic around the Brant Street area.</p> <p>At this point in the study, the alternatives are still being developed and assessed. Please note that a noise impact assessment will be conducted for this project; the results and proposed mitigation measures will be presented at the second PIC where the selected alternatives will be presented.</p> <p>Thank-you again for attending the first PIC for this project. Your feedback is greatly appreciated. We have added your email address to our contact list for future notifications</p>
17	Website/E-mail	November 29, 2018	December 13, 2018	When will the materials presented at today’s information session be available online, particularly the plans showing the options for the transitways through Burlington?	<p>My apologies for the late reply. Please note that the presentation materials are now available on the project website.</p> <p>www.407transitway.com/brantToHurontario</p>

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18	Website/E-mail	December 1, 2018	December 4, 2018	<p>Unfortunately, I was not able to attend the Public Information Centre PIC #1 held on November 28th and 29th about the above subject.</p> <p>Could you please explain what is the anticipated BRT and later on LRT operating hours on this corridor? What are the noise mitigation measures being proposed?</p>	<p>Thank you for your interest in the 407 Transitway from Brant Street to Hurontario Street. Please note that panels presented at the Public Information Centre #1 are now available for your download and review on the project 's website.</p> <p>http://www.407transitway.com/brantToHurontario/consultation.html</p> <p>At this stage of the Study, the operational service plan has not yet been determined. As you may be aware, the purpose of this Transit Project is to meet the requirements of Ontario Regulation 231/08 Transit Project s and Metrolinx Undertakings, as a Bus Rapid Transit only. A separate study will need to be undertaken in the future for the conversion to Light Rail. Please note that the construction/implementation of this facility is uncertain at this time.</p> <p>A noise impact assessment will be conducted later in this study to assess the impacts of the preferred alignment/station options as well as prescribed mitigation measures, if warranted.</p> <p>Your email address has been added to the study mailing list and you will continue to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019. Your feedback is greatly appreciated.</p>
19-A	Website/E-mail	December 1, 2018	December 7, 2018	<p>Question/Request: Are the new lanes going to be on the south side of 407 between Brant and Trafalgar?</p> <p>I live on the north side [REDACTED]</p> <p>They just finished putting in new culverts on our side in order to prevent flooding. Since there is very little traffic on our part of 407, why don't the let buses travel for free or have a minimal flat rate. This could save millions.</p>	<p>Thank you for your interest in the 407 Transitway from Brant Street to Hurontario Street. Please note that panels presented at the Public Information Centre #1 are now available for your download and review on the project 's website. The panels present the runningway and station location options we are considering within the Highway 407 corridor.</p> <p>http://www.407transitway.com/brantToHurontario/consultation.html[407transitway.com]</p> <p>At this stage of the Study, the selection of the preferred alignment alternatives and operational service plan has not yet been determined. Please note that the construction/implementation of this facility is uncertain at this time. Your email address has been added to the study mailing list and you will continue to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019. Your feedback is greatly appreciated.</p>
19-B	Website/E-mail	December 11, 2018	December 13, 2018	<p>You didn't answer any of my questions and neither does any of the information you sent.</p>	<p>Thank-you for noting the new culverts, this information will be considered in our design. At this point in the study, there are currently planning alternatives on both the north-west and south-east sides of the Highway 407 ETR, as shown on the Public Information Centre panels. A detailed evaluation of the alternatives will define the preferred runningway design, which will be presented at the second Public Information Centre.</p> <p>Unfortunately, the Highway 407 ETR is a privately operated highway with tolling controlled by 407 ETR Corporation. Please note that the Ministry of Transportation's 407 Transitway is not affiliated with Highway 407 ETR. The planned implementation of the 407 Transitway will be conducted through stages, mainly based on level of congestion on Highway 407 ETR, with the stations likely being built in advance followed by segments of runningway in areas where 407 ETR has reached levels of congestion that translate into travel speed reductions for transit buses. Until the time that these runningway segments are built, the buses will continue operating on the existing Highway 407 ETR and paying tolls. It is expected that busier, more congested areas will see the runningway constructed first. These types of proposed implementation alternatives will be included as a full chapter in the Environmental Project Report.</p>

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20	Website/E-mail	December 4, 2018	December 5, 2018	I am trying to open the link to the PIC Presentations Panel PDF to view materials from the November 28th meeting. Unfortunately, the link is not working. Are you able to email the pdf to me directly? Your attention to this will be greatly appreciated. Have a great week.	As requested, please find attached the PIC presentation panels.
21	Website/E-mail	December 9, 2018	December 13, 2018	<p>We had the opportunity to visit the Public Information exhibit November 28th and gained some insight as to the 407 Transitway proposal. Our initial comments are as follows:</p> <ol style="list-style-type: none"> 1. The event at Mainway was poorly communicated. The flyer arrived 2 days before the event. 2. We back on to the 407 and my neighbors – several doors either way – were unaware of the meeting 3. The development of the parking/station – Site A – will add major congestion in close proximity to the Dundas / Guelph Line intersection. This is already a poorly designed intersection with major back-ups during rush hour. Increased traffic from Waterdown growth will compound this issue. 4. Increased traffic on Guelph Line, Brant and Upper Middle will be a safety hazard for multiple grade and high school children. 5. It would appear that you are looking to draw vehicular traffic from Hamilton and Waterdown into Burlington – not specifically linking Hamilton/Waterdown public transit from GHA thru the GTA. Less parking would manage the use of public transit. 6. By increasing the amount of parking and stations you will be opening the Greenbelt for development. 7. It would make more sense to link Hamilton/Waterdown traffic by continuing the Transitway to link at the Waterdown Rd / King Road area of the 403 and the GO Station. Lots of room for parking expansion. 8. The existing berm at top of the hill up from the 403 does not provide sufficient noise reduction. Cutting into the berm will increase the noise level on both sides of the 407. Additional noise mitigation will be required. 	<p>Thank you for your comments on the 407 Transitway information presented at the Public Information Centres #1. Below are the project team’s responses to each of your comments.</p> <ol style="list-style-type: none"> 1. Notices for the PIC were mailed out to over 26,000 addresses (residential, commercial, property owners) in advance, along with the notices being published in local newspapers and posted on the project website (www.407transitway.com/brantToHurontario). Unfortunately, the issues with Canada Post rolling strikes were outside of our control. Future project communications should arrive well in advance of future project events. 2. See response to Question #1. 3. A traffic impact analysis will be conducted as part of this study to examine the impacts of the proposed 407 Transitway stations on the local road network. Mitigation measures will be identified, where applicable, to minimize impacts. 4. See response to Question #3. 5. PIC board #5 “What is Driving the 407 Transitway Project?” lists the major objectives of the 407 Transitway. Park and ride facilities at strategic locations will enhance transit ridership along the 407 corridor, from Burlington to Durham Region, and segments in between. 6. The 407 Transitway station sites located outside of the designated urban areas and adjacent to the Green Belt will include 407 Transitway related facilities only, including park and ride spaces. As found within all past 407 Transitway studies, urban development is not being planned for these sites. 7. The western terminus of the 407 Transitway is outside of the scope of this study and will be completed separately by the Ministry in the future. 8. As part of this study, a noise analysis will be conducted based on actual field measurements, and applicable mitigation measures will be identified and included in the Preliminary Design of the Preferred Alternative. <p>Thank you for your interest in this important Ministry project.</p>
22	Website/E-mail	December 11, 2018	December 28, 2018	I would like to state my appreciation for receiving the Notice of Public Information Centre #1 for the 407 transitway. On a remotely related note; my family friends and I would see the value in the public accessing the 407 from Hwy. 5 to Guelph Line, Burlington. Having a Southbound exit at Guelph Line to a stop sign and a Northbound entrance could alleviate significant congestion at the high-risk intersection of Guelph + particularly 5 and shorten travel time on this route especially during peak traffic periods of course. And who knows, maybe a Northbound exit wouldn't hurt either! Maybe this could be passed on to those who would best take it under advisement.	<p>Unfortunately, the Highway 407 ETR is a privately-operated highway with tolling controlled by 407 ETR Corporation. Please note that the Ministry of Transportation’s 407 Transitway is not affiliated with Highway 407 ETR. Any questions or comments regarding existing or future Highway 407 ETR infrastructure should be directed to 407 ETR.</p> <p>The stakeholder’s contact information was added to the project mailing list to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019.</p>
23	Comment Sheet	December 14, 2018	December 18, 2018	We are extremely concerned about the negative effect this will have on the value of our property. We feel this will severely reduce the resale value of our home, and all the properties in our area abutting the 407. We are extremely concerned about the negative effect this will have on the	<ol style="list-style-type: none"> 1. <i>We are extremely concerned about the negative effect this will have on the value of our property. We feel this will severely reduce the resale value of our home, and all the properties in our area abutting the 407.</i>

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				<p>value of our property. We feel this will severely reduce the resale value of our home, and all the properties in our area abutting the 407.</p> <p>The existing 407 highway runs directly behind our property and as it is, is too close to our house. The noise level, in particular during morning & evening rush hours is very objectionable, making it difficult to fully enjoy the use of our backyard. The earthen berm that was originally installed has settled over the years, exposing us to higher noise levels, & more of the unsightly camera standards which are built directly behind our property.</p> <p>Adding two additional lanes of traffic on the south side of the existing 4 lane highway will obviously add more pollution including visual, noise, air, vibration, etc. and with potential safety concerns. It would make more sense to have this development in the North side of the 407 (purple line on your proposal map) which is further away from housing development. Better yet, because of the heavily populated area between Brant Street and where the 407 crosses HwyS/Dundas.</p> <p>It would make more sense to start this expansion east of Dundas street. Since the information presented did not detail out any specifics regarding the size of the area required to install the lanes, the effect on the existing berm, trees, the type /height of the noise barrier required, visual blocking, etc. we can only guess that it would encroach on the existing berm which is practically in our backyard.</p> <p>We have driven on the 407 from our house all the way to its end and noticed that except for the section between Brant street and where it crosses hwy 5/ Dundas street, there is wide separation between the highway and any structures, and most of which are industrial and/or commercial. That is not the situation behind our house. Adding more lanes of traffic would do nothing to alleviate the noise pollution So, again, it would make more sense to start the expansion east of Dundas Street.</p> <p>It also makes sense if the Province purchases the section between Brant and Dundas and use existing underutilized lanes to accommodate this expansion.</p> <p>Time schedule, costing, necessary approvals, etc. are not available so we cannot comment on them.</p>	<p>Your concern is noted. One of the key purposes of the 407 Transitway is to shift the GO Transit bus service from the tolled mixed traffic on Highway 407 ETR (that will become more congested in the future) to an exclusive runningway beside the highway for efficient and superior transit service. The study will examine possible negative impacts on local properties and will identify appropriate mitigation measures (if necessary) to address them.</p> <p>2. <i>The existing 407 highway runs directly behind our property and as it is, is too close to our house. The noise level, in particular during morning & evening rush hours is very objectionable, making it difficult to fully enjoy the use of our backyard. The earthen berm that was originally installed has settled over the years, exposing us to higher noise levels, & more of the unsightly camera standards which are built directly behind our property.</i></p> <p>We appreciate your concern. Please note that the Ministry of Transportation's 407 Transitway project is not affiliated with the existing Highway 407 ETR. For existing noise concerns, please contact the 407 ETR Corporation. As part of this study, a noise analysis will be conducted based on actual field measurements to assess any additional impacts caused by the proposed 407 Transitway, and applicable mitigation measures, as noted above, will be identified and included in the Preliminary Design of the Preferred Alternative.</p> <p>3. <i>Adding two additional lanes of traffic on the south side of the existing 4 lane highway will obviously add more pollution including visual, noise, air, vibration, etc. and with potential safety concerns. It would make more sense to have this development in the North side of the 407 (purple line on your proposal map) which is further away from housing development. Better yet, because of the heavily populated area between Brant Street and where the 407 crosses Hwy S/Dundas.</i></p> <p>Thank you for noting your preferred option for this section of the 407 transitway presented at the PIC. We will note your comments during the evaluation of runningway and station alternatives. The results of this evaluation will be presented at PIC #2 anticipated in Fall 2019. You will be notified of this event when the date is determined.</p> <p>4. <i>It would make more sense to start this expansion east of Dundas street.</i></p> <p>To achieve optimum transit network connectivity and the highest possible ridership, the current plan is for the west terminus of the 407 Transitway to be either at the Burlington GO or Aldershot GO stations. While the terminus is outside of the scope of this specific study, these options are being considered by the Ministry.</p> <p>5. <i>Since the information presented did not detail out any specifics regarding the size of the area required to install the lanes, the effect on the existing berm, trees, the type /height of the noise barrier required, visual blocking, etc. we can only guess that it would encroach on the existing berm which is practically in our backyard.</i></p> <p>At this stage of the Study, the preferred alignment alternative has not yet been selected. The effects of the preferred alternative alignment on the existing landscape including the berm will be assessed in detail and communicated to the public at PIC #2.</p> <p>6. <i>We have driven on the 407 from our house all the way to its end and noticed that except for the section between Brant street and where it crosses hwy 5/ Dundas street, there is wide separation between the highway and any structures, and most of which are industrial and/or commercial. That is not the situation behind our house. Adding more lanes of traffic would do nothing to alleviate the noise pollution So, again, it would make more sense to start the expansion east of Dundas Street.</i></p>

TABLE 8.4 COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #1 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
					<p>Please refer to our response to comment response #3 above.</p> <p>7. <i>It also makes sense if the Province purchases the section between Brant and Dundas and use existing underutilized lanes to accommodate this expansion.</i></p> <p>Highway 407 ETR is subject to a 100-year lease and the highway facility is not available for any kind of exclusive use transit service. It is only available for tolled mixed traffic service.</p> <p>8. <i>Time schedule, costing, necessary approvals, etc. are not available so we cannot comment on them.</i></p> <p>Noted.</p>
24	Website/E-mail	December 18, 2018	December 18, 2018	<p>We received notice of the 407 Transitway PIC #1. Is there a mailing list for project updates? [REDACTED] has 2 high pressure natural gas pipelines crossing the study area. We would like to the opportunity to provide comments when more information is available on the preferred alignment and station locations for this project.</p>	<p>Thank you for your interest in the 407 Transitway from Brant Street to Hurontario Street. Please note that panels presented at the Public Information Centre #1 are now available for your download and review on the project 's website.</p> <p>www.407transitway.com/brantToHurontario/consultation</p> <p>At this stage of the Study, the selection of the preferred alignment alternatives has not yet been determined. Your email address has been added to the study mailing list and you will continue to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019. Thank you for your interest in this important Ministry project.</p>
25-A	Letter	December 20, 2018	January 7, 2019	<p><u>Section S8: North of Britannia Road to North of Derry Road</u></p> <p>The company supports both alignment options shown, with the understanding that the ultimate version of Option 2 will make efficient use of development land between Britannia Road and Derry Road. This would be achieved by reducing the overall right-of-way width and by aligning the Transitway as close as possible to Highway 407. We understand that more detailed work needs to be completed relative to grading details however, given the urbanization of this area to higher densities we recommend that the overall objective in this exercise be to minimize the width of the Transitway to only to what is necessary. There is enough information known about the surrounding grading and development sites that we should be able to work towards achieving a "runningway" width in non-station areas in the neighbourhood of 18 to 20 m.</p> <p><u>Section S7: East of the Lower Baseline to North of Britannia Road</u></p> <p>The company supports both alignment options shown. Alignment Option 1 appears to be as close to the edge of the Highway 407 as physically possible given the underpass at Lower Baseline. If this is the preferred option, we once again request the ROW be reduced to a practical minimum width as mentioned above. The company prefers Option 2 as it allows for the most efficient use of development land south of the floodplain. This option also separates potentially instructive infrastructure from future residential land where no station connection is required.</p>	<p>Thank you for your letter dated December 20th, 2018 regarding the Transitway alignment for Sections S7 and S8 presented at Public Information Centre 1 and the width of the corridor. Below are our responses to your comments.</p> <p>The initial planning alignment alternatives presented at PIC #1 are based on the 1998 MTO Corridor Protection Study and the City of Mississauga Highway 407 Transitway Corridor Assessment within the Ninth Line Lands – October 2016 study together with information collected to date from stakeholders, the initial ridership analysis, and desktop existing environmental conditions. The planning alternatives will be reviewed, evaluated, and defined following environmental and technical field investigations, further analysis the studies conducted to date, issues and opportunities and review of feed-back from stakeholders and the public. This stage will be conducted through the Spring and Summer of 2019.</p> <p>The refined footprint for the Transitway will be determined at a later time during the Design phase of the study. The footprint will be defined through a design process that will address requirements such as grading, stormwater management and environmental mitigation. The final right-of-way will vary in width based on these factors. The project area will be reduced to only include the designed footprint. We will keep you apprised of our progress in alternative evaluation and the Design of the preferred alternative and the impacts on your holdings.</p> <p>Again, thank-you for your comments.</p>
26	Letter	December 28, 2018	January 8, 2019	<p>We represent the stakeholders who own parcels within the study area. We strongly support Option A for the location of the Appleby Line Station. This is consistent with attached previous submission and, in particular, the discussion under the heading "Proposed Solution".</p> <p>At present, we face issues of being unable to bring lands, [REDACTED] [REDACTED] in your PIC materials to productive use because of the shadow of a designation for potential transit use that lies upon them. We urge you to complete this part of the environmental assessment process as soon as possible. With your recommendation to proceed with Option A, our clients can then look forward to the Ministry of Municipal Affairs not proceeding with</p>	<p>Thank you for your letter dated December 28th, 2018 regarding your clients' property located at the south west corner of Appleby Line and Highway 407.</p> <p>The initial planning alignment alternatives presented at PIC #1 are based on the 2005 MTO 407 Transitway Corridor Protection Study with information collected to date from stakeholders, the initial ridership analysis, and desktop existing environmental conditions. The planning alternatives will be reviewed, evaluated, and defined following environmental and technical field investigations, further analysis of the studies conducted to date, issues and opportunities and review of feed-back from stakeholders and the public. This stage will be conducted through the Spring and Summer of 2019.</p>

TABLE 8.4 COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #1 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				proposed amendments to the Parkway Belt West Plan that would impact those lands. The lands can then advance to transit supportive development in accordance with the applicable Growth Plan policies to serve their designated employment area and business corridor uses. We look forward to receiving a follow-up report and confirming your recommendation respecting Option A.	The refined footprint for the Transitway will be determined at a later time during the Design phase of this study. The footprint will be based on the preferred planning alternative and will be defined through a design process that will address requirements such as grading, stormwater management and environmental mitigation. The project area will be reduced to only include the designed footprint. We will keep you apprised of our progress in the evaluation of alternatives and the Design of the preferred alternative as well as any potential impacts on your clients' property.

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
27	E-mail	January 2, 2019	-	Further to my voice message today and correspondence several weeks ago, I had a few additional questions on the 407 Transitway. There was a Highway Designation Plan registered back in January 2018 which was based on a plan prepared in 2016. I understand the Designation was intended to protect the lands for future public transit use. Could you advise if this designation was required to be in place before starting and/or completing the EA? Could the EA be completed without the highway designation in place? Also, would you be able to advise what the Geomatics Section is within the MTO?	A phone conversation occurred on January 2, 2019 and all questions and concerns were addressed. The project list was updated with the stakeholder's contact information.
2-D	Letter	January 2, 2019	January 8, 2019	<p>The lands we are representing were subject to a recently approved Zoning By-law Amendment, which served to permit the development. Please accept the following comments regarding the materials presented at the November 29th, 2018 PIC:</p> <ol style="list-style-type: none"> 1. These comments pertain specifically to 'Segment S2: East of Dundas Street to East to East of Appleby Line' of the proposed 407 Transitway. 2. There are currently two alignment and station site alternatives proposed for this portion of the 407 Transitway: <ol style="list-style-type: none"> a. Option 1' aligns the proposed transitway along the northern side of the existing 407 right-of-way with a station proposed to the northwest of the existing 407/Appleby Line interchange. b. 'Option 2' aligns the proposed transitway along the southern side of the existing 407 right-of-way with a station proposed to the southwest of the existing 407/Appleby Line interchange. 	<p>Thank you for your letter dated January 2, 2019 regarding your clients property.</p> <p>The initial planning alignment alternatives presented at PIC #1 are based on the 2005 MTO 407 Transitway Corridor Protection Study with information collected to date from stakeholders, the initial ridership analysis and desktop existing environmental conditions. The planning alternatives will be reviewed, evaluated, and defined following environmental and technical field investigations, further analysis of the studies conducted to date, issues and opportunities and review of feed-back from stakeholders and the public. This stage will be conducted through the Spring and Summer of 2019.</p> <p>The refined footprint of the preferred alternative for the Transitway will be determined at a later time, during the Design phase of this study, and will address requirements such as grading, stormwater management, and environmental mitigation. The preferred alternative will be selected through a comprehensive evaluation process which will include environmental and technical considerations, property impacts, constructability, costs, etc.</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				<p>3. 'Option 2' proposes the Appleby Line Station on privately owned lands, which are currently subject to a development application, submitted to the City of Burlington. This development includes the creation of a north/south municipal road towards the centre of the lands, which is design to provide future access to the employment lands to the northwest (also proposed to be developed as a station site under 'Option 2'). 'Option 2' would effectively eliminate the feasibility of any proposed employment development along the northwest corner of Palladium Way and Appleby Line. This would run counter to the City of Burlington's Strategic Plan 2015-2014, which promotes economic growth and supports the development of employment lands through timely planning and infrastructure investments.</p> <p>4. The majority of the lands adjacent to the south of the 407 along 'Segment S2' are designated Employment Lands in both the City of Burlington Official Plan (Business Corridor) and the Region of Halton Official Plan (Employment Area). These lands in particular are considered high value Employment Lands, given their proximity to the 407 Highway and other freight routes; proximity to major population centres; access to transit; high visibility; and, relatively large parcel sizes. The Growth Plan for the Greater Golden Horseshoe (2017) encourages the protection and efficient use of Employment Areas, with emphasis on protecting those Employment Areas adjacent to or near major goods movement facilities and corridors, including major highway interchanges. The implementation of 'Option 2' would remove a significant amount of lands from the City of Burlington's 407 Corridor Employment Area; which would need to be accommodate elsewhere within the City. This would require that the City and the Region explore other options to ensure the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth. 'Option 2' does not promote the protection and efficient use of high value Employment Areas.</p> <p>5. In discussion with MTO Staff, it was determined that an additional 30 metres of land may be required beyond the 30 metres that has already been conveyed (Utility Corridor). This additional conveyance would have a significant impact on the development feasibility. The proposed development project is a parking intensive use; accordingly, the above-mentioned land requirements and the 14m MTO setback would significantly impact the feasibility of development. Accordingly, 'Option 2' would have significant adverse property impacts and significant negative impacts.</p> <p>6. Similar to the circumstance discussed in item 5 above, the potential land dedication and MTO setback required under 'Option 2', would adversely impact existing and future employment development along the north side of Palladium Way. Several building permits have been issued for employment and employment related uses along the north side of Palladium Way over the past several years. The dedications required under 'Option 2' have the potential to adversely affect these business operations.</p>	<p>Thank you for sharing your thoughts and for indicating your preferred alternative for Segments S1, S2 and S3. We will consider the listed constraints during our evaluation of alternatives.</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				<p>7. Based on the materials presented at the Public Information Centre #1, MTO Staff have identified several constraints with the 'Option 2' alignment and station site alternatives in 'Segment S1'. These constraints include:</p> <ul style="list-style-type: none"> a. Less bus platforms and parking space capacity. b. Station access via collector road, distant from the interchange. c. Site size insufficient to accommodate the demand. d. Shoreacres Creek and its floodplain separate the site into two areas. e. Challenge crossing Dundas/ETR interchange. f. Tight ROW along portions of Option 2. g. Potential conflict with Utility Corridor. <p>Accordingly, these constraints can be avoided by selecting alignment 'Option 1' for Segments, S3, S2 & S1 as the preferred alternative. It is acknowledged that a significant amount of the work required to select a preferred alternative has yet to be completed, including the environmental field investigations, and the above noted comments are based on the materials and information provided at the November 29th PIC. Please take these comments into consideration when choosing a preferred alternative, specifically for Segments S1, S2 & S3.</p>	
24-B	E-mail	January 7, 2019	January 7, 2019	Just to be clear, is the "design phase" and refining the Transitway footprint still included within the TPAP, or is that work done after the TPAP is complete?	Yes, the "design phase" and refining of the Transitway footprint will all be done as part of the TPAP process. We will have a final design completed/approved at the end of the TPAP.
28	Website/E-mail	January 9, 2019		The purpose of this email is to be added to the list of stakeholders being notified of updates on the 407 Transitway, please add my email to the distribution list.	The project list was updated with the stakeholder's contact information.
29-A	Website/E-mail	January 30, 2019	February 05, 2019	<p>We live in Burlington, Ontario and have done so since 1976. over the years we have seen this area go from a "greenbelt" to the existing 407. We have gone from peace to pollution, noise, and visual and environmental changes.</p> <p>Currently we have been dealing with pollution from the vehicles which pass by our back yards daily 24/7. Pollution which will only increase with the completion of your new plans. Your information shows plans regarding birds, trees but never for the humans who will experience more pollution in the future.</p> <p>We have noise of light vehicles and heavy vehicle to deal with, it's impossible to sit in our back yard at the weekend without the roar of traffic in the background, we also hear the noise in the house even though we took precautions to put in appropriate glazing to cut down noise entry.</p>	<p>In 1972, when plans for Highway 407 (then called Highway 403 through Burlington) were made public as part of the Provincial Parkway Belt West Plan, a future transit corridor was also planned. The purpose of the transit corridor was to provide an alternative mode of travel with the benefits of reducing dependency on automobiles which are a major cause of air pollution in highway corridors. Regarding your concerns about air pollution, implementing the 407 Transitway will have a positive effect on potential pollution/air quality impacts in the corridor by providing an alternative to automobiles. For example, a single bus can replace several cars. Moreover, at future levels of design, alternative bus fuel technologies can also be explored.</p> <p>The environmental impact of this transit project will be assessed in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Project s and Metrolinx Undertakings. The environmental assessment includes a</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				<p>Barriers for privacy are nonexistent at the back of our home, trees have recently been cut down by 407 leaving a large gap where we can see large vehicles passing 24/7, can see the signs flashing in the evenings. There are no walls built and trees are very sparse giving no privacy and assist to but down any pollution at this time or in the future.</p> <p>Until recently we were not notified of any intensions for extension of the highway for bus/train, common courtesy to advise those involved would have been appreciated, we did not receive any notice of any meetings, one which we have recently found out to have been held, no notifications of any future meetings. We did contact our local councillor and were told that even he did not know about the project at all...</p> <p>Our major concerns are: pollution, noise, barriers to protect our privacy and our safety as you increase the pollution amounts to us as humans and our concerns that these issues are taken carefully into consideration when planning is concluded. We certainly would like the opportunity to be involving any meetings to have an opportunity to establish if our opinions are heard and noted.</p>	<p>detailed evaluation of potential impacts and mitigation with respect to the natural, socio-economic, cultural and technical environments. As such, an air quality and noise impact assessment will be undertaken as part of the preferred alternative including mitigation measures, where warranted.</p> <p>Currently, this study is in the planning phase (pre-TPAP) and the Project team is still evaluating all transitway alignments/station options as presented during Public Information Centre (PIC) # 1 (November 2018). The evaluation process will consider all public/agency comments received to date, as well as secondary source information. Once all comments received have been reviewed, and additional field investigations have taken place during the 2019 field season, a preferred alignment/stations plan will be presented, including potential impacts, mitigation and future commitments. This presentation will formulate PIC # 2 anticipated in late 2019 or early 2020. At the completion of the study, an Environmental Project Report (EPR) will be completed and placed in the public record for review.</p> <p>We apologize that you did not receive notice of the project and PIC 1. Notices for the PIC were mailed out to over 26,000 addresses (residential, commercial, property owners) in advance, along with the notices being published in local newspapers and posted on the project website. Unfortunately, at the time of the mail out for PIC # 1, there were issues with Canada Post rolling strikes, which were outside of our control. However, as noted above, the study is still in the planning phase (pre-TPAP) and there will be additional opportunities to participate in the process.</p> <p>Your email address has been added to the study mailing list and you will continue to receive future study notifications, including an invitation to attend PIC # 2.</p>
29-B	Website/E-mail	February 14, 2019	February 15, 2019	<p>Thank you for the reply, regret the delay for response we were out of the country. we would like to answer/respond to your letter and ask that we be heard in regards to needs of our location as it applies to the extensions. we would like to make it easier going paragraph to paragraph and also make some suggestions in the case of noise and pollution in particular.</p> <p>We lived in St. Catharines and we would have no reason to look into the plans for the 403 in the Burlington area, we moved to Burlington in 1976 and the main reason we bought the property was that real estate and ads in the local papers advised that this area was a "green belt" it was years later that we knew of the 403 being built adjacent to our back yard.</p> <p>Your reason for the extension is to reduce the dependency of automobiles and their major pollution and provide alternatives such as buses with bus fuel technologies to be explored. We don't feel this extension will reduce car use on the corridor it will give people an option to either use their car or take the bus, it will only make more traffic on the highway with more noise and pollution. In respect of fuel technology being pursued, this is way into the</p>	<p>The project is in its initial stages (Pre-TPAP stage). Further studies, including, but not limited to, an evaluation of potential alternative designs, and detailed environmental field investigations, are currently being undertaken and planned to be completed in fall/winter of 2019/2020. Mitigation measures for environmental impacts, such as air quality and noise, will be identified where warranted by the findings of the corresponding detailed field studies. Please note that certain environmental studies undertaken during this project, which involve future modelling, will be based on forecasted traffic and conditions for the year 2041. Any future commitments (including additional consultation, the need to undertake additional studies) will be documented in the final Environmental Project Report (EPR). All of the mitigation measures/commitments identified in the EPR must be adhered to prior to implementation.</p> <p>The project team stated that there will be further opportunities for the public to review and comment on this project. You will be notified of the second Public Information Centre (PIC) to be held with the purpose to present the results of the environmental studies, the evaluation of design alternatives and the recommendation of the preferred alternative. The second PIC is currently scheduled for late 2019/early 2020. Lastly please note that there is</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				<p>future and not realistic for the immediate future. Perhaps when you consider a train in the far distance future but not at the moment or into the recent future.</p> <p>The environmental assessment we feel will be very important in this project . We don't feel the original assessment at this time is efficient for the volume of traffic currently using this highway and to our knowledge there has been no further current assessment of noise and pollution in the existing highway. and we give you the example that in respect of pollution we currently have little to no foliage to avoid pollution to us and our property, in fact, currently trees are being cut down at the bottom of our property leaving a huge gap allowing for pollution to seep to our property. We have a photograph of the situation at hand which we would forward if requested. If we don't have the proper foliage now what will be have in the future with any expansions...?</p> <p>We are happy to see that mitigation efforts will be looked at and would be interested to see any report on the findings and suggestions. Currently in respect of noise, we have no knowledge that the existing road surface takes into consider noise and materials used to calm noise for property owners and if new surfaces will have this noise reduction materials for any new road surfaces to reduce noise, we also have no barriers between our home and the highway and we suggest that a barrier which absorbs noise could be considered to allow us more quiet in the outside areas of our home.</p>	<p>currently no construction timeframe or government funding dedicated for the construction of the 407 Transitway.</p> <p>The project team also stated that in regards concerns about the existing operations along Highway 407 ETR, including noise, air pollution and the removal of trees, the person should contact the 407 ETR directly. The 407 Transitway is not associated with the 407 ETR or its operations.</p>
30	E-mail and Letter	February 27, 2019	March 06, 2019	<p>I am writing on behalf of our client, [REDACTED] [REDACTED] have been subject to a multi-year planning and approvals process which seeks to create an integrated and environmentally sustainable mixed-use community. A new Secondary Plan for the area was approved by City Council in September 2018.</p> <p>[REDACTED] [REDACTED] Based on our knowledge of the area and our involvement in the various planning processes, we are strongly in support of the Option 1 northern alignment for the Transitway at this segment.</p> <p>The attached letter provides a more comprehensive analysis of the key planning, transportation and environmental matters which we feel should be considered as part of the MTO planning process.</p> <p>If you have any questions, please feel free to reach out.</p>	<p>The valuable information and input regarding the 407 Transitway alignment and station options and impacts on your client's property, will be considered in the evaluation of alternatives. In this specific segment of the 43km long 407 Transitway Environmental Assessment study, the 407 Transitway Project team is still assessing advantages and disadvantages of the alignment alternatives on both sides of Highway 407 ETR. The evaluation of alternatives will be completed at the conclusion of the environmental and technical field investigations, and it is scheduled to be presented to stakeholders and the public in late 2019.</p> <p>The specific area surrounding [REDACTED] is a complex section with several significant constraints being analyzed, such as; the crossing of Bronte Creek; CNR Halton Subdivision rail track; the existing Hydro Corridor; the Parkway Belt West Plan Utility Corridor; Tremaine Road crossing; 14 Mile Creek wetland on the west side of Tremaine Road; the existing Highway 407 ETR Truck inspection station; and potential impacts to Hydro One towers, lines and transformer infrastructure.</p> <p>All stakeholders and the public will be notified of the schedule for the next Public Information Centre once the details become available (anticipated in late 2019). The Project team suggested for all stakeholders to continue to monitor the project website (www.407transitway.com/brantToHurontario) for updates.</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
31-A	Letter	March 1, 2019	March 06, 2019	<p>We have the following comments appropriate location for a Transit Station for the proposed 407 Transitway. Comparing the two proposed East Oakville locations, the proposed Trafalgar Rd transit station is a stronger option for the following reasons:</p> <ul style="list-style-type: none"> A major transit station is located in the south-west quadrant of Highway 407 and Trafalgar Rd. This station serves GO and Town of Oakville bus transit vehicles and provides a commuter parking lot. There are no existing transit station services at the intersection of Neyagawa Drive and Hwy 407. Trafalgar Road extends from recognize north the northern border of Halton Region to the southern border at Lake Ontario. Local and Regional policy documents the importance of Trafalgar Rd as a major Transportation and Transit corridor. Neyagawa is lesser road that terminates just north of Hwy 407. Research indicates that there are no plans to extend Neyagawa Blvd north to Milton in either Town of Oakville, Halton Region, or Town of Milton Planning documents. There are more opportunities for dense residential development in close proximity to the proposed Trafalgar Rd transit station. Trafalgar Rd is a Growth Corridor with planned high-density residential development in close proximity that will support the 407 Transitway station. The Neyagawa lands are designated as Employment and are primarily bounded by low to medium density residential development. Halton Region Map 3 - Major Transportation Facilities designates Trafalgar Road as a planned "Transit/Busway Corridor" from Highway 407 to Dundas Street. Neyagawa Blvd is a 'Secondary Transit Corridor' the Town's North Oakville East Secondary Plan. Trafalgar Road directly connects to an Urban Growth Centre in the Town of Oakville, as designated by Growth Plan 2017, and directly links to the GO train station at Trafalgar Rd and Cross Ave. Neyagawa does not provide for direction connections to any higher level transit facilities or designated provincial growth areas. The lands containing and surrounding the Trafalgar Rd station are already in public ownership. The subject lands are privately owned and will need to be either purchased or expropriated to achieve the proposed Neyagawa transit station. <p>Based on our analysis, Trafalgar Rd is a preferred location for a 407 Transitway transit station.</p> <ul style="list-style-type: none"> Neyagawa Blvd terminates just north of Hwy 407 and there are no plans to extend the road north. Thus, a transit station at this location will only be able to service the residents of Oakville whereas the Bronte and Trafalgar Stations would also be usable by residents of other communities; The Neyagawa lands are in private ownership and there will be a significant cost to obtain the lands whereas the Trafalgar Rd lands are already in public ownership; Trafalgar Rd is designated in local and Regional plans as a high-density corridor that is intended to contain higher level transit service. This will provide an effective link between 	<p>The project team sent an email response noting that 407 Transitway Project team is still reviewing all of the information. For this specific area of the 43km long 407 Transitway Environmental Assessment study, the 407 Transitway Project team is still assessing advantages and disadvantages of the alignment and station alternatives. The evaluation of alternatives will be completed at the conclusion of the environmental and technical field investigations, and it is scheduled to be presented to stakeholders and the public in late 2019. The project team noted that all stakeholders and the public was notified of the schedule for the next Public Information Centre once the details become available (anticipated in late 2019), and to please continue to monitor the project website (www.407transitway.com/brantToHurontario) for updates.</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
				<p>the proposed Trafalgar Rd transit station and the existing GO station in Oakville. The Neyagawa area is designated for lower density development and secondary transit service;</p> <ul style="list-style-type: none"> • Transit station facilities, including a commuter parking lot, already exist at the Trafalgar Rd location whereas no facilities exist at the Neyagawa intersection. <p>Based on this, the proposed Neyagawa transit station is a less desirable option and should be removed from consideration. A fully developed Trafalgar Rd 407 Transitway transit station will be able to service the residential community in the Neyagawa Blvd area through transit and vehicular service on Burnhamthorpe Rd.</p>	
31-B	Website/E-mail	March 5, 2019	March 6, 2019	<p>I just wanted to touch base with you to confirm you received the information we promised to send your group at the November 2018 meeting. Is this everything you were expecting from us? Do we owe you anything else? How are things moving along. Are you still expecting to have everything completed later this year early next year? How is our land looking after your transit ridership study? I am eager to hear any information you may have.</p>	<p>The 407 Transitway Project team is still reviewing all of the information for this specific area of the 43km long 407 Transitway Environmental Assessment study, the 407 Transitway Project team is still assessing advantages and disadvantages of the alignment and station alternatives. The evaluation of alternatives will be completed at the conclusion of the environmental and technical field investigations, and it is scheduled to be presented to stakeholders and the public in late 2019. The Project team noted that all stakeholders and the public will be notified of the schedule for the next Public Information Centre once the details become available (anticipated in late 2019), and to please continue to monitor the project website (www.407transitway.com/brantToHurontario) for updates.</p>
32	E-mail and Letter	March 8, 2019	March 18, 2019	<p>Our client and the City strongly object to any identification of the Transitway or related facilities on our client's lands given the reliance on behalf of both our client and the City on prior decisions by the Ministry of Transportation that have specifically excluded a Transitway from our client's lands.</p> <p>In light of Ministry of Transportation's previous decisions not to identify a Transitway on the subject site, our client requests that the EA be amended immediately to remove any reference to or identification of our client's site as impacted by the proposed Transitway.</p>	<p>The 407 Transitway Project team is currently analyzing the alignment alternatives and station options for the entire 43km long 407 Transitway Environmental Assessment study which were presented at the Public Information Centre in November 2018. Please note that for the segment from Dundas Street to east of Appleby Line, the evaluation is considering impacts to properties.</p> <p>The study is still in the planning phase and the Project team has not initiated the formal Transit Project Assessment Process (TPAP) 120-Day consultation period. All station and alignment design alternatives from the Ministry's Corridor Protection Study (2005) are still being considered and evaluated. The evaluation of alternatives will be completed at the conclusion of the environmental and technical field investigations.</p> <p>The preferred alignment and station options are scheduled to be presented to stakeholders and the public in late 2019.</p>
33-A	E-mail		March 21, 2019		<p>As discussed during our call this afternoon, would you be able to share the property locations of the clients you are representing? The Project team is still in the process of evaluating the alternatives presented during PIC # 1 (November 2018) but we will be undertaking environmental field investigations commencing in April, 2019, and some of these efforts will require Permission to Enter (PTE) from respective landowners. If it is determined that the upcoming fieldwork requires PTE on lands owned by your clients, we can discuss further on obtaining PTEs, including what type of work will be undertaken (e.g., work is likely to be non-intrusive).</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
33-B	E-mail	March 21, 2019	March 22, 2019	Thanks for speaking with me earlier today and providing this update. We would like to discuss this matter with the Landowner Group and seek their direction.	That's fine – I would appreciate a response by April 1, 2019 to ensure we have enough time to undertake fieldwork for amphibians (as applicable).
33-C	E-mail	April 2, 2019	April 3, 2019	<ul style="list-style-type: none"> • Could you please confirm the scope of the work to be undertaken on the lands in question? • Could you please advise which properties need to be accessed and provide a map noting the general locations of interest? • Please be advised that should the Landowner(s) provide their consent, they will require 72-hour notice and to have their consultant present during the fieldwork. <p>If you wish to further discuss this matter, please advise and we will arrange a call.</p>	<p>With regards to the scope of work, there are <u>potentially</u> two types of environmental field investigations required, as noted below:</p> <p>Non-Intrusive Surveys:</p> <ul style="list-style-type: none"> • Natural sciences (e.g., wildlife, vegetation, fisheries, etc.), as well as some archaeological (stage 1) and cultural heritage investigations. The field investigations will consist of only visual inspections within the lands and they will be non-intrusive in nature including note and photo taking. <p>Intrusive Surveys (if required):</p> <ul style="list-style-type: none"> • Intrusive work may be necessary if a Stage 2 archaeology assessment is required, which would require test pit surveys (e.g., hand dug 5 m interval excavations at 30 cm in diameter). All test pits will be back-filled. Their location will be recorded on field maps. • Field preparation/ploughing, as necessary for Stage 2 archaeological pedestrian surveys. Once the site has been prepared and appropriately weathered, archeological field staff would walk the site to document any cultural materials. <p>As this portion of the 407 Transitway is approximately 43 km in length, not all properties will require all of the above noted field investigations. As previously requested, MTO could provide additional field investigation information/mapping if shared with the property locations of the clients you are representing.</p>
33-D	E-mail	April 8, 2019	April 9, 2019	We hope you had a nice weekend. Thanks for providing us with a response to our comment regarding the scope of work. It would be greatly appreciated if you could also provide us with a response to the other two comments. We hope to provide these comment responses to our clients and get back to you with an update.	<p>All Permission To Enter (PTE) forms will be mailed out to all affected property owners within the coming days. If a property owner chooses to ignore and/or not sign the PTE form, the Project team will not undertake investigations on this site. However, the Project team will still maintain our overall project schedule of obtaining EA completion/approval in mid-2020 and it will be documented within the final Environmental Project Report that PTEs were not available for these properties. This circumstance has happened in all other 407 Transitway EA assignments.</p> <p>Special considerations (i.e. advanced notice, additional people in attendance, etc.) can be arranged after the Project team has received the signed PTE form.</p> <p>The project team will require your client's property location to better assess if they will be impacted by the field investigations. Field Investigation mapping for the entire 43 km study area is not available, only the mapping that is shown on the project website. If your clients do not wish to provide their ownership information, we cannot help you further with respect to mapping.</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
					All up-to-date information can be found on our project website (www.407transitway.com/brantToHurontario). Thank you for your continued interest in this important Ministry project.
33-E	E-mail	April 23, 2019	April 25, 2019	Hope all is well. I'm just looking for confirmation that the PTE letters were sent out. If so, could you also confirm to whom the letter was addressed and sent to. This would be greatly appreciated. Thanks.	Yes – PTE letters were sent out to select properties within the project area, however it was confirmed that PTE letters were not sent to some of the properties you are interested in. At this time, the Project team does not require access to these properties. Thank you.
33-F	E-mail	April 25, 2019		Thanks for the update, much appreciated.	No response required.
34	Website/E-mail	September 3, 2019	December 3, 2019	Can you please provide an update on the status of the 407 Transitway Study (Burlington/Mississauga portion) and when PIC #2 may be?	Thank you for your email you have been added to the project mailing list for future notifications. A Public Information Centre #2 is scheduled for early 2020. At that time the technically preferred alternative designs will be shown to the public for comments. Information about the date and location for Public Information Centre #2 will be posted on the project website and you will be notified. Thank you for your interest in this project.
35	Website/E-mail	September 6, 2019	September 6, 2019	In follow-up to my voice message, I wanted to chat regarding the proposed Option B: Appleby Line Station. If you could give me a call at either my office or mobile line it would be appreciated. Thanks, in advanced and look forward to chatting.	At this time, there is no new information available outside of what was shown at the Public Information Centre (PIC) #1, held in November 2018. This information is still available online: https://407transitway.com/brantToHurontario/consultation.html The 407 Transitway Project team is still analyzing and evaluating all alignment and station options for this entire 43km segment of the 407 Transitway. Options have not been finalized as detailed field investigations are still on-going and will help determine the preferred alternative. PIC #2 is tentatively scheduled for early 2020. At that time the technically preferred alternative designs will be shown to the public for comments. Information about date and location of PIC #2 will be posted on the project website. The Project team asked to be advised if the stakeholder wishes to be added to the project mailing list. The stakeholder's contact information was added to the project mailing list to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019.
36-A	Website/ E-mail	September 7, 2019	September 9, 2019	1. When will the study schedule be posted on the website? 2. When will the preferred alignment and station options be presented to stakeholders?	At this time, there is no new information available outside of what was shown at the Public Information Centre (PIC) #1, held in November 2018. An overview of the study schedule and process can be found within the Presentation Boards. This information is still available online: https://407transitway.com/brantToHurontario/consultation.html The 407 Transitway Project team is still analyzing and evaluating all alignment and station options for this entire 43km segment of the 407 Transitway. Options have not been finalized as detailed field investigations are still on-going and will help determine the preferred alternative. PIC #2 is tentatively scheduled for early 2020. At that time, the technically preferred designs will be shown to the public for comments. Information about date and location of PIC #2 will be posted on the project website. If you wish to be added to the project mailing list to receive information directly, please let me know.

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
36-B	Website/E-mail	September 9, 2019	September 10, 2019	I'm wondering why the timetable isn't posted on the website. May I assume that early 2020 means on or before March 31, 2020? Also, I am wondering what factors are being considered in making the decision about the location of the station and parking at 9th Line & Britannia. I only know that the City of Mississauga has identified their preferred location as being on the publicly owned lands [REDACTED]	<p>Timetables have only been posted for previous 407 Transitway Environmental Assessment (EA) projects when specific dates have been achieved. Please reference our latest approved study: (https://407transitway.com/hurontarioTo400/studySchedule.html).</p> <p>Once the preferred design is shown to the public at PIC#2, this study will follow the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. https://www.ontario.ca/page/guide-environmental-assessment-requirements-transit-projects. This study is currently within the "Pre-TPAP Phase" and the timing of certain elements of this study will fluctuate based on many factors (for example, on-going detailed field investigations, Archaeological assessments, meetings with municipal stakeholders and First Nations groups, etc.). The Project team has tentatively set PIC#2 for the end of January 2020. Once finalized, specific details will be shared with all stakeholders within the study area and posted on the project website.</p> <p>The City of Mississauga undertook their own Ninth Line Land Use Study based on the understanding that the Ministry would be completing our own technical EA of the 407 Transitway that would supersede any Transitway work the City completed. The outcome of this Ministry 407 Transitway EA study (from west of Brant Street in Burlington to west of Hurontario Street in Mississauga) will determine the design needs required to implement the 407 Transitway runningway alignment and station locations in the future. The timing of implementation for any portion of the 407 Transitway is currently unknown.</p>
37	Website/E-mail	September 11, 2019	December 3, 2019	Just curious what the status is of this project? Any information would be appreciated. Also I understand that there was a plan to build a GoBus station at Burnhamthorpe and Neyagawa? If yes, what is the timing of this station?	<p>Thank you for your email you have been added to the project mailing list for future notifications. A Public Information Centre #2 is scheduled for early 2020. At that time the technically preferred alternative designs will be shown to the public for comments.</p> <p>Information about the date and location for Public Information Centre #2 will be posted on the project website and you will be notified. Thank you for your interest in this project.</p>
38	Website/E-mail	October 01, 2019	October 01, 2019	<p>There are 2 condominium corporations located here, and we were not aware of the public meeting last November. Will there be another information meeting in the next few months so that the public can be informed of the plans?</p> <p>where would the east and west bound lanes be built? The underground garages here extend to the fence/property line of the condos. Would there not be a huge structural problem if the west lane was built between the fence and the current west bound lane? I'm guessing this portion of the Transitway would be built where the grassy buffer incline currently exists. The map does not explain this.</p> <p>Also, where precisely is this station/terminus to be built? Do you anticipate any expropriation of private, commercial or government properties in the #407 and Brant Street area? If so, where? I hope that you understand these questions and can answer them. Thank you for your attention to this matter and I look forward to your reply.</p>	<p>The first Public Information Centre (PIC#1) was held in November 2018, where the Project team presented all Transitway alignment and station options that were to be considered throughout the planning phase of this Environmental Assessment project. All information shared with the public can still be found on our project website: https://407transitway.com/brantToHurontario/consultation.html</p> <p>The project is still undertaking specific detailed field investigations to help determine the preferred alignment and station locations over this entire 43km section of the 407 Transitway (from west of Brant Street in Burlington to west of Hurontario Street in Mississauga). The Project team is planning a second PIC (PIC#2) in early 2020 where the preliminary design of the preferred alternative will be presented to all stakeholders. Unfortunately, at this time, no new information (outside of the planning alternatives shown in November) is available. Most of your questions should be answered once PIC#2 information has been presented to all stakeholders. Currently, there is no scheduled timeframe or dedicated funding available to implement any grade separated portion of the 407 Transitway. Stations will continue to be built at specific locations as demand is</p>

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #1 UP TO PIC #2

PERSON	TYPE OF COMMENT	DATE RECEIVED	RESPONSE SENT	COMMENT	RESPONSE
					<p>warranted while buses continue to operate on Highway 407 ETR (i.e. Trafalgar Road in Oakville, Jane Street in Vaughan, Brock Road in Pickering, etc.).</p> <p>The Project team suggested for stakeholders to continue to check the project website for updates. Once the PIC#2 details are finalized, information will be placed on the website and sent via bulk mailings to stakeholders within the study area.</p> <p>The stakeholder's contact information was added to the project mailing list to receive future study notifications, including an invitation to attend PIC # 2, anticipated in Fall 2019.</p>
39	Website/E-mail	November 29, 2019	November 29, 2019	Can you please advise when the next public information session will be held?	You have been added to the list for future notifications. At this moment we anticipate a public information centre in early next year. A notification with details will be sent to you when it is determined.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
40	E-mail	January 21, 2020	January 21, 2020	Question/Request: Hello, I am hoping you can let me know how I can be added to the notification list for this project.	<p>Please note that the 407 Transitway section between Hurontario and Highway 400 has been completed as indicated in the website. Perhaps you are interested in the 407 Transitway section between Brant Street and Hurontario Street. The study for this section of the 407 Transitway is ongoing and there is an upcoming public information centre in February 2020.</p> <p>Notice of a Public Information Centre. The details are in the Consultation section of the website: http://www.407transitway.com/brantToHurontario/consultation.html</p> <p>The Ontario Government Notice can be found in the Ontario Government Notices section of the website: http://www.407transitway.com/brantToHurontario/ontarioGovernmentNotices.html</p> <p>Can we add you to the study list for this section of the 407 Transitway?</p>
41-A	E-mail	January 27, 2020	January 27, 2020	<p>██████████ and team would like to meet with you to discuss the attached matter. Would you be free to meet in person the morning of Feb 5th? Should an in person meeting not be possible, would you be available for a conference call?</p> <p>Please let me know and I will send out a calendar invite.</p>	<p>Thank you for your response to our letter dated January 21, 2020. We encourage ██████████ and team to attend one of our upcoming Public Information Centres - to be held on February 11 and 13 as indicated in the flyer enclosed in our letter. MTO staff and the rest of the study team will be on hand to discuss the project .</p>
41-B	E-mail	January 27, 2020	January 30, 2020	<p>I understand that you wish ██████████ to attend the public meeting, but ██████████ believes that it is critical that a one on one meeting take place prior to the public meeting to discuss the issues at hand. Hopefully you will be able to accommodate this request. Look forward to hearing from you.Thank you.</p>	<p>The project team is available on February 6 or 7 for a conference call. Are one of these dates available for your team?</p>
41-C	E-mail	January 30, 2020	-	<p>Thank you for getting back to me. The 6th will work best. Do you prefer an am meeting or afternoon? I can send out a calendar invite to all those included on this email.</p>	<p>The conference call happened on February 6, 2020. ██████████ team asked questions to the Project team regarding implementation timing which is uncertain. The team was satisfied with the response.</p>
42-A	E-mail	January 27, 2020	January 28, 2020	<p>██████████ ██████████ ██████████ We will be attending P.I.C #2 and will want to know a lot more than we do now.</p>	<p>Thank you for your e-mail. We are looking forward to meeting you at the PIC to discuss the project.</p>
42-B	PIC Comment Sheet	February 13, 2020	Y March 02, 2020	<p>██████████ is identified for takings. The level of detail provided at this PIC is not sufficient for us to understand the impact.</p> <p>We are trying to get our engineer ██████████ in touch with one of the proponent parties but no return calls. ██████████</p>	<p>Hello,</p> <p>In a comment you made in last month's 407 Transitway PIC, you asked for someone from our Project team to reach your consultant ██████████. Could you please ask ██████████ to describe your concerns related to the 407 Transitway via email? That will allow us to direct ██████████ to the right person(s).</p>

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
42-C	E-mail	March 02, 2020	-	<p>█ I don't know if the plans we acquired address your concerns about the actual location of the takings and what is the precise location of the work. If not, here is your contact.</p>	Response not applicable.
42-D	E-mail	March 02, 2020	-	<p>█ I've talked to Gus at the PIC and the information we have from MTO is sufficient for our use.</p>	Response not required.
43-A	E-mail	January 28, 2020	January 28, 2020	<p>I just received your letter regarding the PIC#2 relating to the 407 Transitway. I never heard about the first meeting and unfortunately, I will be out of the country for the second one. I am not sure what is proposed. █ █ we are extremely interested in finding out what they are planning here.</p> <p>Can you please provide any info as well as more detailed maps so I can fully understand what is the plan and we can share our feedback?</p>	<p>Thank you for following up this e-mail with a telephone call to me this afternoon. The information to be presented at PIC #2 will be available for download from the project website on February 12, 2020 (www.407transitway.com). █ █ At this location, the 407 Transitway will be located south of Highway 407. Please feel free to contact me, or other members of the Project team, if you have any further questions once you have had the opportunity to review the PIC #2 materials. Thank you.</p>
43-B	E-mail	January 28, 2020	January 28, 2020	<p>Thank you, do you have any maps you can send me at this time? Thanks.</p>	<p>The date that information will be available is actually February 14, 2020, not February 12, 2020 as indicated in my previous e-mail. Nothing can be circulated to the public or placed on our website until after the PICs are concluded. This is standard Ministry policy.</p>
44	E-mail	January 28, 2020	January 31, 2020	<p>I am pleased that the Ministry of a transportation is consulting with the public in regards to this project. I do not have the time to make it to the meetings but I thought I would pass along a few thoughts.</p> <p>While I realize that there is an increasing need for transit lines in the GTA my only concern is that the Ministry take care to not disturb the wildlife in the area. Along the 407 along the flood plains there are many bird species that I see regularly. Canada Geese, herons, Peregrine falcons and even a few Bald Eagles that either migrate through the area or call it their home. I wouldn't want to see this change. I hope that the Ministry makes every effort to leave these lands as is.</p> <p>In saying that I hope that the project is planned for the area west of the current 407 stretch from the 401 to Eglinton. That would ensure that these aforementioned lands are left untouched and that the transit way isn't built</p>	<p>Thank you for your comments regarding the 407 Transitway Environmental Assessment. I will address them below.</p> <p>The location of the Transitway alignment between 407ETR and Ninth Line was first identified in a Transitway Corridor Protection Study completed by MTO in 1998. In addition, the City of Mississauga completed a separate study in 2017 (Shaping Ninth Line -- http://www.mississauga.ca/portal/residents/ninthline?paf_gear_id=10200022&itemId=8000372q) which identified the 407 Transitway on the east side of Highway 407 from south of Britannia Road to north of Derry Road. Our current EA study has reconfirmed this location based on a number of factors, some of which were presented at our first Public Information Centre held in November 2018.</p> <p>These factors included the following:</p> <ul style="list-style-type: none"> • The presence of the Utility and Hydro corridors west of 407 ETR precludes accommodating the 407 Transitway alignment and stations. Locating the stations further west would be even more remote from the Ninth Line residents being served. • Impacts on the environmental features west of the Hydro corridor that support flora and fauna including wooded areas and Provincially significant wetlands (Drumquin Wetlands) would be greater than impacts east of 407 ETR. • The location of the Britannia Road and Derry Road stations on the east side of 407 ETR optimizes accessibility from the existing and planned residential areas in the Ninth Line corridor.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>closer to the residential neighbourhoods along the Mississauga border so that we don't have an increase of noise stemming from the traffic Thank you for the opportunity to share my thoughts. I hope you take this information into consideration.</p>	<ul style="list-style-type: none"> The location of the preferred alignment and stations on the east side of 407 ETR is compatible with the Ninth Line corridor floodplain and environmental areas, minimizing any possible impacts to bird species and other wildlife present in the corridor. A Noise analysis has been conducted as part of this study, confirming acceptable levels on existing and planned residential areas. <p>I trust that I have addressed your comments and concerns and thank you again for your interest in this important Ministry project .</p>
45-A	E-mail	February 2, 2020	February 5, 2020	<p>I have been a resident in [REDACTED] Burlington, having bought the house in 1976 when this land was considered a "greenbelt" and one of the reasons for our purchase. Things have changed greatly over time with the installation of Hwy 407.</p> <p>407 was built which caused increased noise, pollution, vibration, visual pollution.</p> <p>We have experienced in our home an increase of dust generated from the highway, cracks appearing in certain areas, wall hangings askew. This has been going on for several years now.</p> <p>Currently plans are to expand Hwy 407 for bus rapid transit with the opportunity to convert to Light Rail Transit.</p> <p>In all the literature we have read regarding protection for environment etc, never once have we read anywhere regarding protection for humans living with this Highway and its affects on them. Our main concern is pollution and noise.</p> <p>Pollution - there are not sufficient trees located at the back of Ingersoll Drive where we live, trees that are old and fall are just left there creating an eyesore and no trees are transplanted to protect the human from pollution, in fact, just this year the 407 saw fit to cut down perfectly healthy trees and leave a gap clearly showing vehicles on the highway and huge TV screen with its neon lighting at night. We have asked previously about replacing trees which have to date not been done.</p> <p>Noise - an increase has been obvious with no interim checks to our knowledge regarding volume currently, what</p>	<p>Thank you for your email regarding the 407 Transitway project from Brant Street to Hurontario Street. The previous comments you had made were very important to the project and were considered during the development of the 407 Transitway Design.</p> <p>As stated previously, in 1972, when plans for Highway 407 (then called Highway 403 through Burlington) were made public as part of the Provincial Parkway Belt West Plan, a future transit corridor was also planned. The purpose of the transit corridor was to provide an alternative mode of travel with the benefits of reducing dependency on automobiles which are a major cause of air pollution in highway corridors. Regarding your concerns about air pollution, implementing the 407 Transitway will have a positive effect on potential pollution/air quality impacts in the corridor by providing an alternative to automobiles. For example, a single bus can replace several cars. Moreover, at future levels of design, alternative bus fuel technologies will also be explored. This was one of the mitigation measures recommended as part of the Air Quality Impact Assessment (AQIA) report completed as part of this assignment.</p> <p>With respect to noise, a noise impact assessment study on the effects of the 407 Transitway concluded that no significant increases of 5dBA or more are predicted for any noise sensitive areas that would require noise control measures. Also, no airborne vibration effects (i.e. rattling of house structure elements) due to bus engine pass-by noise were predicted.</p> <p>A preferred Design for the bus Transitway has been completed in draft following field investigations, analysis and evaluation of alternatives. The results and conclusion of this work will be presented at the upcoming Public Information Centre (PIC2). The Ministry is seeking feedback from agencies (including the Ministry of the Environment, Conservation and Park (MECP), whose mandate includes noise and air pollution) and the public before initiating the next phase of the project , the formal Transit Project Assessment Process (TPAP) stage. Please note that as part of this 407 Transitway assignment, a landscape component is being included as a commitment to be carried forward into Detail Design.</p> <p>As previously noted, we encourage you to contact 407 ETR directly regarding your concerns about the existing operations along Highway 407 ETR, including noise, air pollution and the removal of trees. The 407 Transitway is not associated with the 407 ETR or its operations.</p> <p>All stakeholders will have an opportunity to review the draft preferred Transitway design at the upcoming PIC and discuss any further concerns. Thank you for your interest in this important Ministry project.</p>

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>with buses passing and huge trucks carrying loads etc. In the winter months these large vehicles can be seen easily travelling the highway and are ever increasing.</p> <p>Vibration - we certainly do feel vibration from the highway also with resulting objects in the home moved on a regular basis with cracks in walls around doors etc.</p> <p>Visual - in the evening looking from our bedroom window is like looking at a large TV screen on the highway it can be seen clearly and is most distracting, we dont wish to have to close the drapes all the time to avoid.</p> <p>Trees - several times we have tried to bring this to the attention of transit and 407 with no results. Please take into consideration we need trees for human protection, its not acceptable that when they fall they are not replaced, we are entitled to some protection. (since even the government are promising to plant more trees 407 takes it upon themselves to cut down perfectly healthy ones in our area, we need more trees in this location.</p> <p>(Note: - we were advised that trees would be planted this past summer by 407, we have not seen any)</p> <p>Roadway and Rail Line - we are hoping in the future with this expansion that consideration is taken into the type or materials used on those roads/rail lines to cut down or prevent further noise in this installation.</p> <p>We intend to be present at the meeting on February 11th at Mainway Recreation Centre where we trust we will have the opportunity to have some of our questions answered.</p>	
45-B		February 5, 2020 E-mail	-	<p>Thank you for your response. We have contacted 407 on noise pollution and trees and have had no satisfactory result to our enquiries including the trees which we advised the chopped down (perfectly healthy trees) and have not replaced them nor any trees in the area at the bern which have fallen. Our comments seems to have fallen on deaf ears. Just recently we read where in the City of Burlington private residence owner will not be able to cut down trees without permission and if so there will be a 680.00 fine....so why can 407 cut down those healthy trees and not install</p>	Noted. No response provided.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>others in regard to the pollution and to assist in climate change?</p> <p>It appears we can have all the comments we want but no one is really listening. Regards.</p>	
45-C	E-mail	February 14, 2020 E-mail	February 20, 2020	Question/Request: can you advise us which side of highway 407 these lanes will be built, east or west side.	Please note that the transitway is located on the west side of the 407 ETR through the City of Burlington. I have attached a copy of the display panels presented at the Public Information Centre last week for your viewing. Page 13 of the display panels and onwards show the location of the 407 Transitway preferred alignment alternatives (in purple).
45-D	E-mail	February 18, 2020	-	<p>Thank you for the further information regarding 407 extension. This extension will impact our side of the highway. While your information notes that there will be no physical impact to property, we again say, we definitely need consideration to the impact of noise, pollution, vibration and privacy of these properties. While we have berms in place, they in themselves are not high enough and we can clearly see vehicles passing on the existing highway. We also badly need trees to assist in pollution now and more in the future (407 having cut down perfectly good trees adjacent to our property) and also those trees are needed to assist in cutback of noise generated from the highway.</p> <p>We have been asking for these consideration for some time now and it appears that neither 407 or 407 transitway are taking them into consideration...in short, humans living in this area want less pollution, vibration, less noise and some further privacy, this is not a big request and can be easily remedied. We are asking again for further consideration to these issues and trust some kind of resolution can be achieved to meet these goals.</p>	The project team did not issue any further responses since the same concerns were already responded in PIC# 1 and PIC #2.
46-A	E-mail	February 3, 2020	February 5, 2020	<p>Hi there,</p> <p>████████████████████</p> <p>Based on the attached plan and letter, my property will be affected but I am surprise that no one contacted me to give me idea about this project and the public meeting that is booked to discuss this project .</p> <p>My neighbor shows me the attached doc that you sent to him</p> <p>I appreciate if you please send me any doc you have that shows me what is the project and what stage we are now and is the next step(s).</p>	<p>Thank you for your email. The project team has reviewed the location of your property and concluded that the 407 Transitway project will not result in direct impacts to your property. The reason we sent a letter to your neighbour was because we identified direct impacts to his/her property.</p> <p>You should have received the yellow flyer (you have included in your email) via Canada Post like the rest of the residents within the 407 ETR corridor.</p> <p>We encourage you to attend one of the Public Information Centre locations indicated in the flyer to discuss further as the members of the project team will be present.</p>
46-B	E-mail	February 6, 2020	February 6, 2020	Thank you very much for adding my contact info to the loop of this project . This is really appreciated. I will do my best	Further to my previous email, please note that we have added your contact information to our contact list to ensure that you will receive future notifications about this project.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				to attend the next public meeting which is someday in February.	
47	E-mail	February 4, 2020	February 6, 2020	Question/Request: We back on to the 407 at Guelph line in Burlington. We have noticed a huge increase of traffic noise here to the point that we cannot sit outside & we hear it inside the house, sometimes vibrating it. We certainly don't want more. As it is the noise is excessive. & we need a fence at the top of the berm or something to alleviate it. Can you provide an answer?	<p>Thank you for your message received via the 407 Transitway project 's website.</p> <p>One of the fundamental objectives of the 407 Transitway is to provide an alternative mode of interregional travel with the potential benefit of reducing dependency on automobiles.</p> <p>In respect to the comment regarding current noise and vibration issues, we encourage you to contact 407 ETR directly. The 407 Transitway is not associated with the 407 ETR or its operations.</p> <p>The 407 Transitway project team conducted a noise and vibration analysis along the entire length of the Transitway to determine if additional noise and vibration will be caused by the Transitway buses and whether it will require noise control and mitigation measures. The analysis concluded no significant noise or vibration increases requiring mitigation will be caused by the Transitway at your location.</p> <p>We also encourage you to attend the upcoming PIC to view further details of the project.</p> <p>Details of the PICs are below:</p> <p>February 11, 2020 4:00 p.m. to 8:00 p.m. Mainway Recreation Centre 4015 Mainway, Burlington</p> <p>February 13, 2020 4:00 p.m. to 8:00 p.m. Cornerstone Community Church 3020 Vanderbilt Road, Mississauga</p>
48	E-mail	February 8, 2020	February 10, 2020	Hi, I'm sending a comment regarding the 407 transitway from my home in Burlington. It's a great idea please build it. The benefits will outweigh any of the construction complications.	<p>Good morning,</p> <p>Thank you for your comment. Please note we have added your contact information to our contact list to ensure that you will receive future notifications about this project.</p>
49	PIC Comment Sheet	February 11, 2020	N	This seems like a great idea, but please don't encroach too much on the Greenbelt. I think there needs to be more ways/methods of travelling East-West in the Burlington/Oakville area.	Noted. No response was requested.
50-A	PIC Comment Sheet	February 11, 2020	Not indicated. March 24, 2020	██████████. I marked the location on the project map. We are on the south side of Dundas Street just east of the 407 interchange so are not affected by the preferred alignment and the proposed Dundas Street Station. We would like to be on the project mailing list. Thank you.	Thank you for your interest in the 407 Transitway from Brant Street to Hurontario Street. Your comment has been noted. Your email address has been added to the study mailing list and you will continue to receive future study notifications. Your feedback is greatly appreciated.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
50-B	E-mail		March 24, 2020		Hello [REDACTED], I am resending email sent earlier as I may have typed the wrong email address. Please see below.
51	PIC Comment Sheet	February 11, 2020	N	Between Dundas Station and Appleby. As a landowner [REDACTED] [REDACTED] we like the preferred route-north of the 407. There is very little developable land in Burlington. This preferred route allows employment lands to be development. Sooner the better-we need reserve lifted so we can better lay out [REDACTED] on site.	Noted. No response was requested. Contact information has been added to the project mailing list.
52-A	PIC Comment Sheet	February 11, 2020	Y March 26, 2020	[REDACTED] a few years ago 407 put a pipe under the 407 to alleviate the drainage problem on the other side of the 407. They changed the height of the berm, lowering it. I would like it to be returned to its original height. The last time I spoke with anyone, they told me they were going to plant trees, not a reasonable solution!	Thank you for your comment sheet received at the Public Information Centre #2 (attached). We appreciate your concern. Please note that the MTO 407 Transitway project is not affiliated with the existing Highway 407 ETR. [REDACTED] [REDACTED] Thank you for your interest in this important Ministry project . Your contact information has been added to the study mailing list and you will continue to receive future study notifications.
52-B	E-mail	March 23, 2020	-	Thanks.	Response not required.
53	PIC Comment Sheet	February 11, 2020	Y March 24, 2020	Currently find noise levels increasing. Currently the trees on the berm are few and most are small weed types. A quick environmental and positive solution would be to plant evergreen trees to absorb the noise and pollution from the 407. Q: Are there any plans to plant additional native trees on the berm, to reduce noise and absorb pollution?	Thank you for your comment sheet received at the Public Information Centre #2. We appreciate your concern. Please note that the MTO 407 Transitway project is not affiliated with the existing Highway 407 ETR. For all concerns regarding issues with the existing infrastructure (including planted trees on the existing berm), please contact the 407 ETR Corporation. Please note that as part of this 407 Transitway assignment, a landscape component is being included as a commitment to be carried forward into Detail Design. The 407 Transitway project will include a concept landscape plan which will be available for public review with the final Environmental Project Report (EPR). Thank you for your interest in this important Ministry project . Your contact information has been added to the study mailing list and you will continue to receive future study notifications.
54	PIC Comment Sheet	February 11, 2020	Y March 25, 2020	[REDACTED] [REDACTED] Would like a drawing showing elevations (proposed for the bridge which will (proposed) cross the property and the 407. Also, obvious discussion prior to finalizing and discussion on the proposal to acquire the lands.	Thank you for attending the PIC on February 11th, 2020 and submitting the attached comment sheet. A plan and profile plate is attached for your information. As reference, the elevation of the proposed Transitway bridge over Highway 407 ETR will have a similar elevation as the existing Tremaine Road bridge over Highway 407 ETR. The Ministry of Transportation will approach owners of required property to discuss acquisition closer to the time of construction. There is no timetable for the implementation of the segment affecting your property. Thank you for your interest in this important Ministry project . Your contact information has been added to the study mailing list and you will continue to receive future study notifications.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
55	PIC Comment Sheet	February 11, 2020	N	I like what is shown. The risks and proposed mitigation appear sound. I appreciate this is a very long look-well thought out and explained.	Noted. No response was requested. Contact information has been updated.
56	PIC Comment Sheet	February 11, 2020	Y March 24, 2020	<ol style="list-style-type: none"> 1. Stations are too isolated-for transit users-no access to food and other accommodations. 2. Make sure that local transit is given sufficient bus bays! Burlington Go did not provide sufficient bus bays for Burlington Transit. For the 407/Dundas Appleby Stations both Burlington Transit and Oakville Transit will need sufficient bus bays. 3. In Burlington, stations should be closer to development line on the south side as all lands north of 407 are Greenbelt and will not be developed. 	<p>Thank you for attending the PIC on February 11th, 2020 and for your comment regarding concerns with transit.</p> <p>Prior to construction, during the Detail Design of the stations, the Ministry of Transportation will consult with local and regional municipalities to coordinate bus facility requirements, amenities and other station components.</p> <p>Your contact information has been added to the study mailing list and you will continue to receive future study notifications.</p>
57	PIC Comment Sheet	February 11, 2020	N	<ul style="list-style-type: none"> -This is a hugely needed project . -I have travelled from Markham to Guelph Transit and trip is normally 2+ hours. -Transitway should facilitate travel times that are no worse or better than travel by car. Cost should be competitive also. -Eager to see station designs incorporate less parking space. -Coordination with municipalities needed to ensure densification around stations. -Also, transit agencies should be increasing services to Transitway stations. -Aim of Transitway should be to increase transit mode ratio and absolute volume. - Define business case in terms of CO₂ mitigated (Ontario CO₂ emissions from transport currently 35%) - Ensure zero emissions vehicles, automated driving etc. -Work with Metrolinx to coordinate appropriately. 	Noted. No response was requested. Contact information has been added to the study mailing list and this individual will continue to receive future study notifications.
58	PIC Comment Sheet	February 11, 2020	N	Glad to see that the proposed 407 Transitway is going north of the current 407 lanes in Burlington. This is differently the correct choice for many reasons.	Noted. No response was requested. Contact information has been added to the study mailing list.
59	E-mail	February 12, 2020	February 14, 2020	<p>Good afternoon,</p> <p>It was a pleasure meeting you yesterday at the 407 Transitway PIC in Burlington (Feb. 11, 2020).</p>	<p>Good Morning,</p> <p>Thank you for your email. Unfortunately, standard MTO policy does not allow for AutoCAD drawings to be circulated prior to completion/approval of the Transitway EA. The preferred design shown at the PICs this week is not considered finalized, as stakeholder consultation is on-going and alignment/station tweaks are still possible before the EA is</p>

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>We are planning consultants representing 2 property owners [REDACTED] which are impacted by the future Transitway Corridor and ongoing EA. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>As discussed at the PIC, can you please prepare an overlay of the preferred route on the affected lands. I have attached an Aerial Photo (pdf and CAD) of all four properties ([REDACTED]). We are also requesting a copy of the Engineering plates (pdf and CAD) showing the location, width (including grading requirements), and elevations of the proposed Transitway for coordination of the development applications.</p>	<p>completed. MTO is anticipating completion of this 407 Transitway EA study (west of Brant St. to west of Hurontario St.) in the fall 2020.</p> <p>The information shared via registered mail that shows the amount of private property required is the most up-to-date design we have at this time. As mentioned at the PICs, these properties fall within/next to the 403/407 interchange area where MTO's design consultants are still investigating alignment options through this interchange crossing. The project team will have an idea of the alignment design parameters before we trigger the Transit Project Assessment Process (TPAP), scheduled to commence by the end of March.</p> <p>If the alignment changes and more/less private property is required here, updated maps will be sent to affected property owners indicating the changes.</p> <p>A copy of the PIC boards will be available today on our project website: www.407transitway.com/brantTOHurontario</p> <p>Thank you for your interest in this important Ministry project.</p>
60	PIC Comment Sheet	February 13, 2020	Y March 24, 2020	<p>The plans mention a potential connection to the Mississauga Transitway. This connection will be fundamental to completing the Transitway and allowing easy transfer of regional transport onto the new 407 Transitway. Would we be able to connect the two transitways while keeping in mind the potential development of Ridgeway Station (which is badly needed)?</p> <p>Make the stations an end destination. Make use of the stormwater ponds and create parks just as the City has done with lake Aquitaine. Add retail and community amenities to help draw people to the stations through public transit. Outside of Toronto, stations have been bland and undesirable. This needs to be improved.</p>	<p>Thank you for attending the PIC on February 13th, 2010 and for your valuable comments regarding the 407 Transitway (attached).</p> <p>The connection between the 407 Transitway and the Mississauga Transitway will be studied and designed by MTO in a different project .</p> <p>During the Detail Design phase of the 407 Transitway, the final station site plans and architectural design will include amenities and associated components of the stations.</p> <p>Your feedback is greatly appreciated. We have added your email address to our contact list for future notifications.</p>
61	E-mail	February 14, 2020	February 14, 2020	Question/Request: Hello, can I get a copy of the PIC #2 information presented earlier this month? Thanks!	The 407 Transitway automated message was sent and notified all subscribed users that the PIC boards are now available on the project website. The person is a subscribed to the project website and received this notification.
62	E-mail	February 14, 2020	-	<p>Good Morning,</p> <p>My name is [REDACTED]</p> <p>[REDACTED]</p>	Noted. No response required.

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>We met yesterday evening at the public consultation.</p> <p>I just wanted to say a quick thank you for taking the time yesterday to walk us through the process that the MTO is going through. It was very informative. Looking forward to staying up to date on the rest of the process and seeing this thing finalized!</p>	
63-A	E-mail	February 20, 2020	February 20, 2020	<p>Hi,</p> <p>I attended the recent PIC in Burlington and we spoke briefly about the 407 Transitway. Thanks for sharing your insight.</p> <p>I had one follow-up question regarding the width of the corridor protection zone. We have a client with lands along the south side of the 407 near Neyagawa. With the preferred alignment being located along the south side of the highway (as shown in the image below), we are wondering how large of an area is being protected for by MTO? Over at Tremaine Road, the corridor protection area was 60m. Is the 60m protection zone being carried forward across the entire length of the corridor?</p> <p>Much appreciated.</p>	<p>Would you be able to provide us with the specific property location? If we know the specifics, we could share with you the same details that were mailed (via registered mail) prior to the PIC that indicates exactly how much private property is required for the preferred design of the 407 Transitway.</p> <p>Please note the 60m corridor for Transitway is protected before the EA/TPAP is initiated. The purpose of undertaking the TPAP studies for the 407 Transitway is to refine the amount of lands needed to implement the Transitway in the future. It is usually reduced from 60m and varies in dimensions depending on vertical/horizontal design and grading limits.</p> <p>Thank you for your interest in this important Ministry project.</p>
63-B	E-mail	February 20, 2020	February 21, 2020	<p>Hi,</p> <p>The property is at the southeast corner of 407 and Neyagawa, as indicated on the attached map. The corridor seems to cross through a large portion of this site. Is the purple line shown fairly accurate or just conceptual? It seems like it could be shifted farther north to avoid impacts on the property. In any event, our client is interested in knowing what area has been protected on their lands.</p>	<p>Please find attached a copy of the property plates that were sent to the land owner (via registered mail) along with PIC#2 invitation. These plates give an accurate display of what is required for the preferred 407 Transitway alignment design.</p> <p>Further details (plan and profile) will be made available during the upcoming TPAP process. Please visit our project website and look at PIC#2 slides to better understand our project study process and upcoming timelines (https://407transitway.com/brantToHurontario/consultation.html).</p>
63-C	E-mail	February 27, 2020	February 28, 2020	<p>Hi,</p> <p>Thanks for sharing the drawings for the Neyagawa portion of the corridor. Our client's lands at the northeast corner of Neyagawa and the 407 (shown in the attached map) are quite severely impacted by the preferred alignment. They would like to better understand what is driving this alignment, and in particular whether the corridor could be shifted farther north alongside the 407 to avoid impacts on the private development. We notice that in most other</p>	<p>Good Afternoon,</p> <p>Thank you for your email. The alignment of the 407 Transitway that crosses the property east of Neyagawa Blvd was first identified by MTO in the <u>407 West Transitway Corridor Protection Study</u> completed in 2005. Please see attached Plates.</p> <p>For the on-going 407 Transitway EA assignment, from west of Brant St. (Burlington) to west of Hurontario St. (Mississauga), the preferred alignment identified in the draft Environmental Project Report is a refinement of this previous alignment from the Corridor Protection Study. This preferred alignment was designed to meet MTO's 407 Transitway Design Standards for geometric design as a bus-rapid transitway with possible conversion to light-rail-transit while maintaining the highest operational speeds because a Neyagawa Blvd. station is no longer warranted.</p>

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>sections of the corridor the Transitway is quite tight alongside the 407.</p> <p>Would we be able to set up a meeting with you to discuss the alignment at Neyagawa Blvd, and to potentially consider adjustments that could yield a more optimal outcome?</p> <p>I have CCed the Partner on the file, Eric Turcotte, as well as my colleague Nithya, who are more closely involved in this file.</p>	<p>In locations where the crossing road interchanges include loop ramps for the entire 150km long 407 Transitway, the Transitway alignment design must go around the interchange to avoid crossing over/under the ramps while maintaining the required speeds identified in the 407 Transitway Design Standards. This same design feature (i.e. going around ramps instead of under/over) is the footprint everywhere except for a few select locations where an alternative was not available. This is not the case at Neyagawa and we have designed the alignment accordingly. As you will see during the public's review of the draft EPR during the upcoming TPAP periods, both neighbouring interchanges (i.e. Bronte Rd, and Trafalgar Rd.) are designed with similar alignment features as Neyagawa Blvd.</p> <p>I trust this answers your questions and helps you better understand the restrictions the alignment is under. The design team has moved the Transitway alignment as close to Highway 407 ETR's right-of-way as possible while maintaining all required design standards.</p> <p>Thank you for your interest in this important Ministry project.</p>
64	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment overall and in particular segment 5.	Noted. No response was requested.
65	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment overall and in particular segment 5.	Noted. No response was requested.
66	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested.
67	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested.
68	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment overall and in particular segment 5.	Noted. No response was requested.
69	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.
70	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
71	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.
72	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested.
73	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project, I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested.
74	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested,
75	PIC Comment Sheet	February 21, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.	Noted. No response was requested.
76	E-mail	February 21, 2020	February 24, 2020	Hello, It was a pleasure meeting you last week at the PIC in Mississauga for the 407 Transitway. I look forward to hearing further developments with this project . Following up with our conversation, I was mainly interested in where the planned transitway will cross our property [REDACTED] [REDACTED] I realize timing or process on taking the land is a little up in the air, but I was wondering if you had an idea on when the size of the land area will be determined. The information boards detail a 12m wide road, but I am sure a wider area will be required. Will this be detailed in the Environmental Project Report to be worked on in the 120 days from notice of commencement? (I believe in March?). Any further information you can provide on when information can be released regarding the transitway area will be greatly appreciated.	Hello, Please find attached a copy of the letter and property plates that were mailed out before PIC#2. Thank you for your interest in this important Ministry project .
77-A	E-mail	February 25, 2020	February 27, 2020	Good Afternoon, I wanted to thank MTO and their consultant team for providing the information at the 407 Transitway PIC on February 14th. As you are aware [REDACTED] owns a number	Hello, I was asked to give you a call regarding some questions you may have regarding the 407 Transitway. I'm with Parsons, the lead consultant. Please advise what available time you may have for a WebEx in the next few days to set it up. Thanks.

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				<p>of residential development parcels that are impacted by the 407 transitway alignment.</p> <p>██████████ would like to request a meeting with MTO and their consultants to better understand the transitway alignment, grading and engineering and construction coordination.</p> <p>Can you please suggest a couple of dates & times that work best for you and your team.</p>	
77-B	E-mail	February 28, 2020	March 2, 2020	<p>Thanks – we appreciate the opportunity to connect with you.</p> <p>██████████ is available as follows:</p> <p>Monday - March 2nd 9am or 10am Tuesday – March 3rd 9am or 10am Wednesday - March 4th 9am or 10am or 3:30pm</p> <p>Thanks.</p>	<p>Could you please advise regarding the topics/items that you want to discuss this week, so our design team can be prepared if necessary? This will save conference time.</p> <p>Thanks.</p>
77-C	E-mail	March 3, 2020	-	<p>Hello,</p> <p>Our questions will mostly focus on:</p> <ul style="list-style-type: none"> • expected transitway road profile, • grading, • alignment of transitway and • how the stormwater from the transitway is being dealt with. 	<p>A conference call ██████████ occurred on March 4, 2020.</p> <p>No issues were encountered. ██████████ requested CAD drawings of the properties they represent. However, it was made clear that a confidentiality agreement would need to be signed before sending any CAD files. Once ██████████ reviews the preliminary design of the 407 Transitway in reference to their plans, they may have specific questions/requests in the future.</p> <p>There was no discussion about modifying the Transitway alignment. ██████████ indicated that grading plans involving raising grades might result in reducing or eliminating the 407 Transitways fill lines in some locations. The project team indicated that this could be investigated.</p> <p>In order to meet project and TPAP timelines, modifications are not possible in the current process and as a result could only be considered through a TPAP addendum. Additionally, there was no discussion about land acquisition.</p>
78	PIC Comment Sheet	February 26, 2020	N	<p>As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.</p> <p>██████████</p> <p>██████████</p>	Noted. No response was requested.
79	PIC Comment Sheet	February 26, 2020	N	<p>As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5.</p>	Noted. No response was requested.

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				[REDACTED]	
80	PIC Comment Sheet	February 26, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.
81	PIC Comment Sheet	February 26, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.
82	PIC Comment Sheet	February 26, 2020	N	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted. No response was requested.
83	PIC Comment Sheet	March 2, 2020	-	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted.
84	PIC Comment Sheet	March 2, 2020	-	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted.
85	PIC Comment Sheet	March 2, 2020	-	As a landowner impacted by this project , I agree with the preferred alignment alternative overall and in particular segment 5. [REDACTED]	Noted.

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PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
86-A	E-mail	March 2, 2020	March 9, 2020	<p>Hello Mr Sarris,</p> <p>The PIC #2 for the 407 Transitway mentions that a Drainage and Stormwater Management plan has been prepared. Could I please receive a copy for the area surrounding the proposed Lisgar station?</p> <p>I am concerned whether the swale at the Lisgar station will empty into 16 Mile Creek. I would also like to see where the stormwater from the Transitway running along the hydro corridor will drain to given its proximity to 16 Mile Creek that runs through the Lisgar neighborhood.</p>	<p>Hi, Apologies for the delayed response; I was on vacation for the past two weeks and today is my first day back. I will discuss your questions with the Project team and provide you with a response as soon as possible.</p> <p>Thanks.</p>
86-B	E-mail		March 23, 2020		<p>As part of the Transit Project Assessment Process (TPAP), the Drainage and Stormwater Management Preliminary Design report will be released as an appendix to the final Environmental Project Report (EPR), which is anticipated to be completed this fall.</p> <p>The stormwater runoff from Lisgar Station will be treated by the swale and then drained to 16 Mile Creek through an existing ditch running to the southwest within the adjacent Hydro Corridor. The stormwater runoff peak flow is to be controlled to unit flows regulated in the Ninth Line Lands Scoped Subwatershed Study, 2014. As the Transitway runningway is underground within the Lisgar area, no stormwater runoff is discharged to 16 Mile Creek from the Transitway. Municipalities and relevant agencies will be further consulted during the Detail Design phase of the 407 Transitway to confirm or modify the preliminary design, including stormwater management. This is an MTO commitment being included in the Environmental Project Report (EPR). Note that at this time implementation of this project is uncertain.</p> <p>Your contact information has been added to the study mailing list and you will continue to receive future study notifications. Thank you for your interest in this important Ministry project.</p>
86-C	E-mail	March 23, 2020	March 31, 2020	<p>Thank you for your detailed reply. I am eager to receive the additional materials as they become available. Meanwhile I have two follow-on questions:</p> <ol style="list-style-type: none"> 1. If the Transitway runningway is underground, how will it transverse the tributary of the 16 Mile Creek as noted in the attached map? (The 205 m marker is the location I am referring to). 2. The existing ditch your referred to below, I believe empties into the tributary of the 16 Mile Creek near where I placed the 205 m marker. Please confirm this is the ditch that is intended to be used for storm water runoff from the Lisgar Station. 	<p>Hello,</p> <p>With respect to your follow-up question # 1 below, the construction method of this underground section will be confirmed during the Detail Design phase of the project which, as noted below, the timing for Detail Design/implementation is uncertain at this time. If the runningway is built following the cut and cover method, temporary flow passage and upstream flow designed with cofferdams, dikes, and temporary diversion channel may be applied to allow working in the dry. If a bored tunnel method is applied, boring will be done under the creek. In any event, relevant stakeholders including Conservation Halton and municipalities will be consulted during the Detail Design phase.</p> <p>With respect to question # 2 below, the stream to be crossed is a Conservation Halton regulated watercourse. The grading limit encroaches onto the existing culvert under the railway as illustrated below. If a temporary water crossing structure is required, Conservation Halton and CP Rail will be consulted and applicable permits will be sought, where applicable.</p> <p>Thank you.</p>

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
87-A	E-mail	March 3, 2020	March 3, 2020	Hi [REDACTED] Following up on my voicemail, our client is a landowner in Oakville whose property is impacted by the Transitway and would like to discuss the proposed Transitway design as it relates to his site. Please let me know when it would be convenient for you to have a phone call. Thanks.	[REDACTED] I am out of the country at the moment so please contact Gus Garron at Parsons or Graham De Rose at MTO with any questions. Thanks.
87-B	E-mail	March 3, 2020	March 4, 2020	Hi, As per below, our client is a landowner in Oakville whose property is impacted by the Transitway and would like to discuss the proposed Transitway design as it relates to his site. Please let me know when it would be convenient for you to have a phone call. Thanks.	Hi, Can you please provide your client's impacted property address? Thanks.
87-C	E-mail	March 4, 2020	March 5, 2020	Hi, The property [REDACTED]. Thanks.	Hello, Having reviewed the impact of the Transitway Preliminary Design to the north edge of your client's property, I would like to highlight the following aspects: <ul style="list-style-type: none"> • Impact of the 407 Transitway on your client's property was previously identified in the MTO 407 West Transitway Corridor Protection Study, 2005. A 60m wide corridor was identified across the property south of Highway 407 ETR for the Transitway. This study indicated that the Transitway design would be refined and finalised through a subsequent Environmental Assessment. • The current Environmental Assessment study has refined the 407 Transitway design. Between Brant Street and Tremaine Road, the Transitway alignment is located on the north side of Highway 407 ETR due numerous technical, environmental and right of way availability issues, which are listed on the Public Information Centre boards. • East of Tremaine Road the alignment must cross to the south side of Highway 407 ETR to connect to the Bronte Road Transitway Station and the Bus Garage, both located on the south side of Highway 407 ETR. • To avoid impact to the truck inspection station on the north side of the Highway, and the environmentally sensitive Trafalgar Moraine, the bridge over Highway 407 ETR is located just east of Tremaine Road. • The Transitway alignment and bridge from Tremaine Road to the south side of Highway 407 ETR where it impacts your client's property was designed to minimize the property impact as much as possible. The alignment is already below the MTO 407 Transitway Design Standard requirements. The radii of the curves located on either side of the bridge over Highway 407 ETR and the resulting requirements, therefore, cannot be reduced any more. <p>I trust that this provides the information you require.</p>
87-D	E-mail	March 5, 2020	-	Hi, Thank you, we are aware of the below. We would still like to set up a call. Please advise what would be convenient for	Conference call occurred on March 10, 2020. The items discussed included the following: <ul style="list-style-type: none"> • [REDACTED] asked for digital files of the 407Transitway. • MTO indicated that no digital drawings will be released until TPAP is approved. • [REDACTED] asked when the TPAP will be approved, MTO indicated that it will likely be in the fall of 2020. • Parsons stated reasons why the Transitway is affecting [REDACTED]

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				you. Thanks.	<ul style="list-style-type: none"> Parsons explained that the 2005 Corridor Protection Study had already protected a 60 m. swath for the Transitway, and now the Preliminary Design shows the impact is about 20% more than anticipated in 2005. Parsons highlighted that the 14m MTO set-back from footprint should also be considered.
88	E-mail	March 10, 2020	March 12, 2020	<p>Hi,</p> <p>Please find a letter regarding the 407 Transitway - West of Brant Street to West of Hurontario Street - Public Information Centre #2 material.</p> <p>The letter summarizes the potential conflict with a multi-use trail connection between [REDACTED].</p> <p>If you can please also include myself, as well as [REDACTED] on all future study communications it would be appreciated.</p> <p>The contents of the letter stated:</p> <p>The City of Mississauga is undertaking a study in collaboration with the City of Brampton to recommend a preferred alignment for a multi-use trail and pedestrian bridge crossing in the Fletcher’s Creek valley that will connect Mississauga to Brampton, extending through the study area.</p> <p>Review of the 407 Transitway - West of Brant Street to West Of Hurontario Street - Public Information Centre #2 materials identifies a potential conflict with the proposed multi-use trail which will need to be considered for within the Transitway design. This may involve potentially extending the crossing over Fletcher’s Creek to also account for safe trail passage, or alternatively tunneling underneath.</p> <p>In addition to ensuring the safe use of the multi-use trail users within the 407 transitway design, there may also be consideration for a future connection of the trail to adjacent McLaughlin Road or Hurontario Street stations, furthering the connectivity potential of the network. This opportunity would further the efficient use of existing and planned infrastructure and connectivity within and among transportation systems and modes which cross jurisdictional boundaries, as per Ontario's Provincial Policy Statement (2014).</p>	<p>Good Morning,</p> <p>Thank you for your comments and information as it relates to the on-going 407 Transitway EA assignment, from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga/Brampton).</p> <p>The preliminary design of the 407 Transitway bridge crossings over Fletchers Creek was developed to mimic the opening criteria of the Highway 407 ETR bridge crossings. If your planned multi-use trail is designed to cross Fletchers Creek under the existing 407 ETR bridge, the same criteria should be used to cross under the future 407 Transitway bridge. Timing for the Detail Design/Implementation phase of the 407 Transitway is uncertain at this point.</p> <p>Regarding potential integration of the planned multi-use trail with the future 407 Transitway Hurontario Station, during the Detail Design phase, when developing the final station site plans, the municipalities and relevant stakeholders will be consulted regarding access and circulation roads, as well as active transportation paths. This is stated in the Environmental Project Report (EPR).</p> <p>I trust that throughout your multi-use trail EA, you have been/will be in contact with Highway 407 ETR and MTO’s Corridor Management office. MTO review, approval and permits are required before implementation is allowed crossing MTO’s infrastructure (Highway 407 and 407 Transitway). We have added all of you to the study contact mailing list so you will receive future project notifications.</p> <p>Thank you for your interest in this important Ministry project.</p>

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				Should you require any additional information or clarification regarding this information, please do not hesitate to call or email.	
89-A	E-mail	March 12, 2020	-	<p>Ladies and Gentlemen,</p> <p>I appreciated the opportunity to review the latest update and planning panels at the Mainway Arena.</p> <p>I do have concerns with the placement of the transitway with respect to panel #13 and specifically in the area of the underground creek and the Guelph Line area.</p> <p>The current noise levels from the 407 and Guelph line due to the cresting of the highway and the lower berm level on the West side of the road are only somewhat mitigated in the summer months with full foliage on the trees. Tops of buses and transport trucks can be seen all year round.</p> <p>If the berm is cut back for the transitway bus lanes this will increase the noise levels and visibility of 407 traffic.</p> <p>This will be increased even further with more traffic on the 407 and more traffic on Guelph Line / Dundas accessing the parking lot on Dundas.</p> <p>The berm should have been larger initially and will need to increase to reduce noise.</p> <p>I would appreciate your response and acknowledgement.</p>	<p>Thank you for your email regarding the 407 Transitway project from Brant Street to Hurontario Street. Your concern is appreciated.</p> <p>Regarding the original design of the 407 ETR, the level of the berm and current noise and visibility conditions, we encourage you to contact 407 ETR directly. The 407 Transitway is not associated with the 407 ETR or its operations.</p> <p>The design of the Transitway in the vicinity of your property will require cutting into the highway side of the berm with the use of a retaining wall. This, however, will not reduce the height of the berm.</p> <p>A noise assessment was completed as part of the 407 Transitway Environmental Assessment in accordance to the MTO Environmental Guide for Noise and modelled a future build scenario (with the 407 Transitway in place) to 2041. Within the area you are located in, it was concluded that no increases of 5 DBA or more are predicted in 2041 for any noise sensitive area. Therefore, no noise mitigation was investigated.</p> <p>As part of this 407 Transitway assignment, a landscape component is being included as a commitment to be carried forward into Detail Design. The 407 Transitway project will include a concept landscape plan which will be available for public review with the final Environmental Project Report (EPR).</p> <p>Thank you for your interest in this important Ministry project.</p>
89-B	E-mail	March 25, 2020	March 27, 2020	<p>Hello,</p> <p>Thank you for your reply to my inquiry. It does however lead to more questions. They are as follows: Is the Transitway a separate organization? Who should I contact at 407 ETR? When was the original berm and noise assessment done?</p> <p>How would one get a copy of the of the assessment and the relative impact of 5dBA? Is there an opportunity for opinion on the landscaping 'prior' to the 'final' project report? I appreciate your anticipated response.</p>	<p>Hello,</p> <p>Below are the responses to each of the questions you raised in your email.</p> <ul style="list-style-type: none"> • Highway 407 is owned and operated by 407 ETR, which is a private company independent of MTO. The 407 Transitway project is not associated with the 407 ETR or its operations. • We suggest that you contact [REDACTED] regarding your concerns about the original design of the 407 ETR, the height of the berm and current noise and visibility conditions. • The original noise impact assessment was part of the Highway 407 project, constructed in the 1990s. The noise assessment conducted in 2019 as part of the current Transitway study was carried out to assess possible impacts that could be caused by the 407 Transitway only. • The Environmental Project Report (EPR) which includes the Noise Assessment Report as an appendix, will be available for a 30-day public review this Fall. Your contact information has been added to our contact list. Notification on how to access the documents will be sent to you when they are available. • You will be able to comment on the landscaping plans at the same time as the Noise Assessment Report and the complete EPR as set out above.

TABLE 8.6: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS UP TO PIC #2 AND 30-DAYS AFTER

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
				And we hope you are well and safe during the COVID-19 disruption.	

TABLE 8.7: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/ LANDOWNERS AFTER PIC #2 TO EPR FILING

PERSON	TYPE OF COMMENT	DATE RECEIVED	DATE SENT	COMMENT	RESPONSE
90-A	E-mail	March 16, 2020	March 18, 2020	<p>Thank you for providing additional information about the alignment change between 2005 and 2019. Our client has intentions to redevelop the lands and the 2019 alignment significantly hinders development on their site. While we understand that the alignment has changed because there is no longer a transit stop. The 2005 alignment had far less impact on the site, and its development feasibility.</p> <p>We have undertaken a preliminary analysis of the two alignments to demonstrate the impacts to our client's site. We believe this is beneficial to both the Town of Oakville and the Province as we are supporting density and increased jobs in proximity to a higher order transit corridor.</p> <p>We request a meeting to discuss these issues to explore a mutually beneficial solution. As the 407 Transitway is also not currently funded, we would also like to understand how to advance the development of the client's land in the short term. In addition to timing, we would like to understand the width of the corridor being protected as well as the setback requirement. Our client is eager to advance development on this site, but it is dependent on finding an alignment of the 407 Transitway that would support development.</p> <p>We understand the restrictions due to the Covid-19 pandemic but we would like to schedule a meeting at your earliest convenience to discuss the project.</p>	<p>Thank you for your email. Given the circumstances, the project team could accommodate a teleconference request during the first week of April. Please provide availability if necessary.</p> <p>As described previously in detail, the 407 Transitway will not be changing the alignment design for this area around Neyagawa and the crossing location/type around this partial interchange. The Corridor Protection Study completed in 2005 was done at an extremely high level without detailed engineering analysis and before the 407 Transitway Design Standards were even developed.</p> <p>There was always the caveat that MTO would be undertaking an EA study for the 407 Transitway that would supersede all work completed as part of the Corridor Protection Study. The Corridor Protection Study should now be considered outdated and only the on-going EA design is what is being used moving forward for approval.</p> <p>Thank you for your interest in this important Ministry project. You and your clients have been added to the project mailing list to continue to receive information as the study progresses. The project website will continue to be updated with information as well.</p>
90-B	E-mail	March 20, 2020	March 24, 2020	<p>Thank you for your e-mail. Would your team be free on April 2nd in the morning? We could also schedule a call on the afternoon of April 6 or 7. Please let me know what works for you.</p>	<p>The 407 Transitway project team is available for a teleconference on April 6th in the afternoon. If you could kindly circulate all Parsons and MTO staff the details for our calendars, it would be greatly appreciated.</p> <p>Please schedule this teleconference for no more than 1 hour, starting at either 1:30 or 2:00pm. Also, please attach all necessary materials required for the discussion.</p> <p>Thank you for your interest in this important Ministry project.</p>
90-C	Meeting Minutes	April 6, 2020	April 6, 2020		<p>A WebEx meeting set up by the Developer's consultant was held on April 6, 2020 to discuss impacts to a property parcel located east of Neyagawa Boulevard, between Dundas Street and 407 ETR. The meeting was attended by the Developer, his consultant Urban Strategies (US), MTO and Parsons. The items discussed included:</p> <p>Alignment</p> <ul style="list-style-type: none"> US presented slides illustrating the alignment and property impact of the 2005 Corridor Protection Study, and the 2020 TPAP Environmental Project Report, as well as a proposed alignment that could reduce the property impact determined in the 2020 alignment. US presented images of the Mississauga Transitway where the alignment includes back to back reverse curves as an example. MTO and Parsons explained that according to the 407 Transitway design standards, the alignment is to be designed for 110 km/h where possible, except in station areas where the design speed is 80 km/h. It was explained that the geometry of the proposed alignment option presented by US corresponded to 80 km/h, and that since this is not a station area, the option is non-compliant with the 407 Transitway Design Standards, concluding that the 2020 TPAP alignment will be maintained. MTO also highlighted that the Mississauga Transitway is a municipal facility independent of the MTO 407 Transitway. <p>Station at Neyagawa Boulevard</p>

					<ul style="list-style-type: none"> US questioned why there is no station at this location since there are major growth plans in the area. Parsons explained that the ridership forecast was based on 2041 growth plans and beyond, and the model results did not justify a station at this location. <p>Property Acquisition</p> <ul style="list-style-type: none"> The Developer questioned when will MTO proceed with the property acquisition process. MTO indicated that the process starts when construction timing is defined, and that construction schedule is uncertain at this time. MTO suggested to approach the Property Section of the Ministry after the TPAP is approved to further inquire property acquisition process.
90-D	E-mail	April 15, 2020		<p>Hi Graham,</p> <p>I am just following up on the NDA to make sure all is in order. We would like to receive the Cad file of the alignment as soon as possible to advance our work. Also, as mentioned during our phone call, in order for us to participate meaningfully in the consultation process, can you provide us with the following information:</p> <ul style="list-style-type: none"> the basis on which the MTO selected the preferred method of carrying out the transit project, including, <ul style="list-style-type: none"> (i) MTO's assessment and evaluation of the impacts that the preferred method and the other methods considered might have on the environment, (ii) MTO's criteria for assessment and evaluation of those impacts, and (iii) any completed studies with respect to those impacts; any measures proposed by MTO for mitigating any negative impacts that the preferred method of carrying out the transit project might have on the environment; and if mitigation measures are proposed, a description of the means the MTO proposes to use to monitor or verify their effectiveness. <p>We want to make sure we can provide feedback within the appropriate timeline.</p> <p>Please let me know if you have any questions.</p>	
90-E	E-mail	April 17, 2020	April 30, 2020	<p>An email with a letter attached was received from solicitors for Westerkirk Neyagawa Inc., owners of lands located at the north-east corner of Burnhamthorpe Road West and Neyagawa Boulevard, Town of Oakville was received on April 17, 2020.</p> <p>The attached letter stated concerns on the inadequacy of the consultation process to date. The letter raised concerns over the lack of transparency of content presented in the PIC #1 and PIC #2 panels on the selection of preferred alternatives.</p> <p>In general, the letter asked a series of questions regarding how private property requirements have been minimized to the extent possible, and on the technically preferred designs.</p>	<p>Thank you for the letter dated April 17, 2020 received via email. The following include recent communications with respect to the subject property:</p> <ul style="list-style-type: none"> Teleconference presentation dated April 6, 2020, created and circulated by Urban Strategies Inc. (Appendix A); Email to MTO and 407 Transitway project team dated April 15, 2020 (Appendix B); and, Letter from Catherine Lyons of Goodmans Inc. dated April 17, 2020 to MTO and 407 Transitway project team (Appendix C). <p>The planned 407 Transitway is a 150 km high-speed interregional transit facility on a separate right-of-way that parallels Highway 407 from Burlington (Halton Region) to the Highway 35/115 interchange (Durham Region), with</p>

					<p>approximately 50 stations that include parking and access connections. It is a component of the official plans of the stakeholder municipalities and is part of the Metrolinx 2041 Regional Transportation Plan. An east-west transit facility has been identified as a key element of the future transit infrastructure requirements to meet the rapidly growing transportation demands within the Greater GTA area.</p> <p>To date, MTO has completed Environmental Assessments (EAs) for other sections of the 407 Transitway under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings, including:</p> <ul style="list-style-type: none"> • East of Highway 400 (Vaughan – Jane Street) to East of Kennedy Road (Markham) section in February 2012. This EA included the Planning, Geometric Design Standards Development for BRT and LRT technology, Preliminary Design and a Risk-Based Cost and Schedule Assessment for the 407 Transitway implementation. • Planning/Preliminary Design EA for the East of Kennedy Road (Markham) to Brock Road (Pickering) section in March 2017. • Planning/Preliminary Design EA for the West of Hurontario Street (Brampton/Mississauga) to east of Highway 400 (Vaughan) section in October 2018. <p>The section from Brock Road (Pickering) to Highway 35/115 (Durham) received Planning EA approval (under the individual EA process of the Environmental Assessment Act) as part of the 407 East Extension project, including Highway 412 and Highway 418.</p> <p>The on-going 407 Transitway EA covers the section from West of Brant Street in City of Burlington to West of Hurontario Street in City of Brampton/City of Mississauga. The EA for this 43km section of the 407 Transitway was initiated in 2017.</p> <p>Consultation has been on-going throughout study commencement since 2017 with government review agencies, technical agencies, local municipalities, elected officials, the general public, landowners and Indigenous Communities. The consultant process included the following types of consultation activities:</p> <ul style="list-style-type: none"> • Public notices; • Liaison with relevant agencies, members of the public and landowners (residents were notified beyond the required 30m of the project limits); • Liaison with Indigenous Communities; • Public Information Centres (PICs); and, • Project website (www.407transitway.com/brantToHurontario) <p>With respect to PICs, over 20,000 invitations to PIC #1 and PIC #2 were sent via Canada Post bulk mailings. Ontario Government Notices (OGNs) were published in local newspapers in the Cities of Burlington / Oakville / Mississauga / Brampton in advance of all PIC dates. For impacted properties within the study area (such as your clients), registered mail PIC #2 invitations were also sent along with detailed mapping showing the extent of the property required (attached for reference as Appendix D). MTO's consultation process throughout this study has been adequate and follows the requirements under Ontario Regulation 231/08.</p> <p>During the April 6, 2020 teleconference, MTO was made aware that your client purchased this property around 2010 with the knowledge that MTO has been protecting for the 407 Transitway since the development of the Parkway Belt West Plan (1978). It has always been communicated by MTO that a future 407 Transitway EA study would have to be undertaken to finalize the planning/preliminary design, confirm the necessary property requirements and exact design elements for the 407 Transitway (stations and runningway alignment) prior to its implementation. It was also indicated during the teleconference that Urban Strategies has obtained/used a copy of the 407 Transitway Geometric Design</p>
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					<p>Standards (2011), see Appendix A presentation, specifically slide 8.</p> <p>Please note that the 407 Transitway Geometric Design Standards was part of a preliminary review completed for MTO internal purposes in preparation for the forthcoming EA study and was not intended for public distribution as the standards have not previously been included in public documents (e.g. previously completed Transitway EAs). During the teleconference, MTO requested confirmation how/when Urban Strategies obtained this information and whom this information has been shared with.</p> <p>Please find below the specific questions found within the April 17, 2020 letter and the 407 Transitway project team's response. Note that all communication will be included in the detailed and extensive consultant record of the Environmental Project Report (these will be found in Chapter 8 – Consultation Process and Appendix A – Consultation Record of the final EPR).</p> <p>GOODMANS Questions and MTO responses:</p> <p>1. The Proponent has described the alignment as running through "rural/agricultural lands on the north edge of the North Oakville East Secondary Plan." The Subject Lands are located within the urban boundary of the Town of Oakville. They are designated for Employment Uses and servicing is available. The Subject Lands are identified as "Future Development" lands in Figure 1 (PIC#1 Slide 19). Please advise whether the description of the Subject Lands as "rural/agricultural" lands was an error. If the Proponent does not consider this characterization as an error, please provide an explanation of how this land use characterization was used to evaluate environmental impacts.</p> <p>The "rural/agricultural lands" description identifies the existing land uses in this section of the 407 Transitway corridor. The existing City of Oakville and Region of Halton Official Plan designations are identified as Urban Area and Employment Area.</p> <p>Please note PIC display boards included in your letter (Appendix C) are shown as "NTS" – Not To Scale. The detailed engineering drawings and required property impacts are shown in Appendix D - property requirements and Appendix E – plan/profile drawings of this letter. As noted therein, the Ministry will impact 2.63 acres of the subject property for the 407 Transitway runningway alignment.</p> <p>2. The Evaluation Criteria fall under 6 headings: Natural, Socio-Economic, Cultural, Transitway Operation, Transportation Access, Station Site Area, and Constructability and Cost. No analysis or mitigation is provided or recommended with respect to: Transitway Operation and Constructability and Cost. Please provide the analysis and mitigation proposed with respect to Transitway Operation and Constructability and Cost.</p> <p>The analysis and evaluation of alignment and stations alternatives, environmental assessment and mitigation measures to be followed with respect to construction and operation of the 407 Transitway, will be contained in the EPR to be posted for a 30-day public review and comment on August 13, 2020, ending on September 11, 2020. As an example, previously completed/approved 407 Transitway EPRs that include evaluation criteria can be found on the project website (www.407transitway.com).</p> <p>3. With respect to the application of the criteria of Socio-Economic Impacts only scant commentary is provided. Types of Socio-Economic Impacts are listed on the PIC#1 presentation and include "private property impacts". The PIC#2 material identifies "potential impacts" to "Land Use/Property" as follows: "Much of the property required for the 407 Transitway is provincially owned land and is designated for infrastructure purposes." The Subject Lands are privately owned and designated for Employment Uses.</p> <p>The mitigation proposed by the Proponent with respect to this potential impact is:</p> <p>"Private property requirements have been minimized to the extent possible."</p> <p>"Consultation will continue with the affected parties."</p>
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					<p>“Property will be acquired through negotiation or expropriation.”</p> <p>How has the Proponent “minimized” private property requirements? When will the property be acquired? Development plans for the Subject Lands are advancing.</p> <p>Please confirm that the Proponent is not permitted to use its permitting power under the Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P.50 to</p> <p>prohibit the use of the Subject Lands for uses which comply with the municipal land use designations. It is not intended that the Proponent’s permitting power be used to restrict land uses in order to secure a lower land cost at the time of acquisition.</p> <p>Along the entire 150 km route of the 407 Transitway, the footprint is located as close as possible to the 407 ETR right of way to minimize property impacts while meeting the MTO 407 Transitway Geometric Design Standards.</p> <p>The alignment of the 407 Transitway as it affects your client’s property east of Neyagawa Boulevard was first identified in the 407 West Transitway Corridor Protection Study which was completed in 2005. The preferred alignment shown at PIC #2 is a refinement of this previously identified alignment. The refinement was required to meet MTO 407 Transitway Geometric Design Standards and adjustments resulting from the elimination of the previously proposed Neyagawa Station. This station was determined to be unnecessary through the process and evaluation of this study.</p> <p>In locations where the road interchanges include loop ramps, the 407 Transitway aligns around the interchange to avoid crossing over or under the ramps while maintaining the required 407 Transitway operational speeds identified in the 407 Transitway Geometric Design Standards.</p> <p>Acquisition of the required property by the Province will occur in the future prior to Transitway implementation. Once the 407 Transitway moves into detail design and implementation phase (currently no timeframe), all property acquisitions will be in accordance with fair market value and MTO’s policy and directives. This is likely many years away for the Oakville area. Following approval of the EPR, affected property owners are free to contact MTO to discuss this process.</p> <p>The current EPR approval process does not preclude MTO from considering and issuing development permits under the Public Transportation and Highway Improvement Act (PTHIA) for development plans that do not impact the land that is currently identified for the 407 Transitway and are consistent with ministry policy and regulations.</p> <p>Please visit MTO’s Corridor Management website (below) to better understand the review/approval/permitting process, procedures and requirements. To date, MTO has confirmed we have not reviewed or approved any proposed development or site plan applications for this subject property. www.mto.gov.on.ca/english/highway-bridges/highway-corridor-management</p> <p>4. The Proponent stated that the purpose of PIC#2 included presenting and receiving input on “the 407 Transitway Design of the Technically Preferred Stations, Alignment and Maintenance Facility” (emphasis added). In order for meaningful consultation to occur on the design, please provide the design criteria used to evaluate alternatives. What are “Technically” Preferred Designs? Were design criteria given weight over other environmental criteria in the selection of the preferred alternatives?</p> <p>The approved 407 Transitway Geometric Design Standards indicates that the Transitway should maximize the design speed to 110 km/h (minimum 525m radius with corresponding superelevation). This criteria is used throughout the entire 407 Transitway corridor except in the vicinity of station areas or where preexisting conditions preclude the design speed and corresponding minimum radius from being achieved.</p> <p>The Design Standard minimum radius for areas in vicinity of a station (approach/departure) is 250m. The associated design speed is then reduced to 80 km/h. Through the detailed analysis as part of the on-going EA, the Neyagawa station has been eliminated. This resulted in the design speed crossing Neyagawa Blvd. engineered to meet the 110 km/h requirement, resulting in a minimum radius of 525m and a straighter curve compared to one shown in the 2005</p>
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					<p>Corridor Protection Study (as previously noted, Corridor Protection Study is now outdated).</p> <p>5. Please advise when you will be providing us with the draft Environmental Project Report.</p> <p>The EPR will be posted for the 30-day public review and comment starting on August 13, 2020, concluding on September 11, 2020.</p> <p>Attached as Appendix E to this letter is a copy of the plan/profile drawings specific to the subject property. These drawings are taken directly from Chapter 5 of the EPR. As previously mentioned during the April 6, 2020 teleconference, MTO/Parsons will be sending an AutoCAD file with this design information to Urban Strategies.</p> <p>Thank you for your interest in this important Ministry project.</p>
90-F	E-mail		June 19, 2020		<p>Good Afternoon,</p> <p>With respect to your clients property, the 407 Transitway project team would like to offer to help arrange another teleconference to further discuss any additional questions you still have specific to the preferred Transitway runningway alignment design shown in the on-going TPAP study documents (Environmental Project Report drawings attached for reference), and/or go over the detailed information provided in the Ministry's April 30th response letter, if necessary.</p> <p>Please advise the 407 Transitway project team if a further meeting is required and if so, what availability you may have. Thank you for your continued interest in this important Ministry project.</p>
90-G	E-mail	June 19, 2020	June 19, 2020	<p>Hi Graham,</p> <p>Thank you for reaching out. I'll coordinate with our client and get back to you shortly.</p> <p>Stay safe and well.</p>	
90-H	E-mail	July 9, 2020	July 28, 2020	<p>Dear Mr. DeRose,</p> <p>Thank you for the opportunity to further discuss the Transitway alignment as it relates to our client's property located at the north east corner of the intersection of Neyagawa Boulevard and Burnhamthorpe Road.</p> <p>Your email suggests that your April 30th response letter included detailed information. We note that the majority of the material in your response was either material submitted by us or material already on the public record. As we had carefully studied the public record when we prepared our letter to you, the inclusion of that material in your response did not really advance consultation. In order for us to have meaningful dialogue, we ask that you be prepared to respond to our questions.</p> <p>In advance of our upcoming teleconference, we are submitting the following questions on our client's behalf that we would like to be addressed at our next meeting.</p> <ol style="list-style-type: none"> 1. Transitway Alignment Options: What were the options studied in regard to the Transitway alignment on our site? Please provide details of each option considered, as well as the criteria and analysis used to evaluate and discontinue all other alternatives. 2. Neyagawa Station: What is the rationale for why the station at Neyagawa is no longer being pursued? Please provide the analysis done to justify the decision. 3. Impact to Private Owners: The Proponent is required to evaluate the proposed works against socio-economic impacts including "private property impacts". The PIC#2 material identifies "potential impacts" 	<p>A teleconference was held on July 28, 2020 between the project team and Urban Strategies (US). All five (5) questions that were previously asked in the e-mail dated July 9, 2020 were answered by the project team and further discussed. No further concerns were identified.</p>

				<p>to "Land Use/Property" as follows: "Much of the property required for the 407 Transitway is provincially owned land and is designated for infrastructure purposes." The mitigation proposed by the Proponent with respect to this potential impact is: "Private property requirements have been minimized to the extent possible." As this site is not provincially owned, please advise how impacts to private property will be mitigated at this site.</p> <p>4. MTO Permitting: How does MTO intend to take the proposed alignment into account when issuing permits under the Public Transportation and Highway Improvement Act?</p> <p>5. Timing: What is the anticipated timeline for the proposed Transitway program - will it be constructed in 5, 10, 20, or 30+ years?</p> <p>As per your request, here are possible dates and times to discuss these items:</p> <ul style="list-style-type: none"> • Tuesday July 14: 10:30 am - 11:30 am • Thursday July 16: 10:30 am - 1:30 pm <p>Please let us know which time works best for you and your team. We look forward to ongoing and meaningful consultation.</p>	
91	E-mail	March 23, 2020	March 23, 2020	<p>Hi,</p> <p>I back onto the 407 between Brant Street and Guelph line in Burlington Ontario. As such, we are having the 407 widened behind our house for two bus lanes, and I was wondering when the environmental testing would be completed, and the results shared with the public?</p>	<p>Hi,</p> <p>Thank you for your email regarding the 407 Transitway project from Brant Street to Hurontario Street. The environmental field investigations between Brant Street and Guelph Line have been completed.</p> <p>The environmental impact of this transit project is being assessed in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. A Notice of Commencement of TPAP marking the beginning of the formal 120-day consultation and documentation TPAP period will be published in local newspapers later this Spring. As part of the TPAP, an Environmental Project Report (EPR) will be prepared and released for public review and comments in late summer-early fall 2020. Information on how to access the EPR will be provided in the Notice of Completion, which will also be published in local newspapers.</p> <p>Your contact information has been added to the study mailing list and you will continue to receive future study notifications. Thank you for your interest in this important Ministry project.</p>
92-A	E-mail	March 30, 2020	April 1, 2020	<p>Hello Gus – we appreciate you sending us the ACAD files but noticed that for [REDACTED] we did not receive the alignment for all of our lands. Attached is what our planner has overlaid on our lands.</p> <p>Can you please send us the revised files?</p> <p>Please let me know if you have any questions.</p>	<p>Please see attached the revised drawing.</p>
92-B	E-mail	April 6, 2020	April 6, 2020	<p>Thanks Gus & Winnie for sending us the 407 transitway alignment. I have reviewed this so we better understand how our residential subdivision design fits with that of the 407 transitway.</p> <p>I wanted to ask if MTO/Parsons has any further information with regard to grading and the plan & profile of the transitway.</p> <p>We appreciate any information you can forward at this time.</p>	<p>We don't have further information. The Final EPR will be available for the 35-day public review in mid-August 2020.</p>
92-C	E-mail	April 8, 2020	-	<p>Graham/Gus,</p>	

				<p>We noted there is an orphaned ~3 metre strip between the transitway alignment and property line.</p> <p>Do you know if MTO ultimately intends to acquire this 3 metre strip? Or alternatively if the transitway alignment could be pushed westward to right against the [REDACTED]/407 property line?</p>	
92-D	E-mail	April 13, 2020	April 13, 2020	<p>Good Morning Graham/Gus – hope you both had a good long weekend!</p> <p>Was wondering if you have had a chance to review/consider the below email – we appreciate any information you can share with us at this point.</p>	<p>The project team revised the property drawing to include the strip as part of the Transitway property to be acquired. No further response required.</p>
93	E-mail	March 31, 2020	March 31, 2020	<p>Good Morning Graham,</p> <p>There is interest in multiple properties within the Brant Street/Burlington GO Mobility Hub area that may be impacted by future development of this section of the 407 Transitway project.</p> <p>With this in mind, we are specifically looking to obtain any additional information that is currently available regarding potential station locations, support facilities and roadway connections. In addition, we would also appreciate receiving notice of all upcoming public meetings or updates with respect to the Transit Project Assessment Process moving forward.</p>	<p>Good Afternoon,</p> <p>Thank you for your email. All up-to-date information can be found on the project website (https://407transitway.com/brantToHurontario/). Also, please find attached a copy of the Notice of Commencement of the Transit Project Assessment Process (TPAP) for the on-going 407 Transitway Environmental Assessment study, from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga/Brampton).</p> <p>Your contact information will be added to the study mailing list and you will receive further study notifications.</p> <p>Thank you of your interest in this important Ministry project.</p>
94	E-mail	April 1, 2020	April 2, 2020	<p>Question/Request: We have just moved [REDACTED]. Can you please advise if our home falls within the boundaries of this study? It's hard to tell from the map provided.</p> <p>Thanks.</p>	<p>Hello,</p> <p>Your home will not be directly affected by the 407 Transitway. Please note that the 407 Transitway will be located mostly within the 407 ETR corridor. Please see the PIC #2 Presentation Panels on the project's website - you will find the preferred 407 Transitway runningway alignment through Brampton.</p> <p>https://407transitway.com/brantToHurontario/consultation.html</p>
95	E-mail	April 1, 2020	April 3, 2020	<p>Hi All,</p> <p>I understand there are plans to build additional road next to 407 ETR. Please look at the issue I had raised a few years ago, and nothing was done about it (e-mail correspondence was attached). This addition is only going to make it worse.</p> <p>Please advise if anything is being done to ensure the noise levels are within acceptable limits. Thanks.</p>	<p>Good Afternoon,</p> <p>Thank you for your email. Please note the 407 Transitway running way alignment and station between Dundas Street and Appleby Line in Burlington is located on the north side of Highway 407. This information can be found within the Public Consultant section of our website (www.407transitway.com/brantTOHurontario).</p> <p>As part of the on-going Environmental Assessment, the 407 Transitway Project Team conducted a noise and vibration analysis along the entire length of the Transitway to determine if additional noise and vibration will be caused by the Transitway buses and whether the noise caused by the Transitway buses will require noise control and mitigation measures. This analysis concluded no significant noise or vibration increases requiring mitigation will be caused by the Transitway within the City of Burlington. The full noise report will be available for public review as part of the Environmental Project Report, scheduled to be available in mid-August 2020.</p> <p>In respect to current noise and vibration issues, we encourage you to contact 407 ETR directly. Please note that the 407 Transitway project is not affiliated with the operations or maintenance of the existing Highway 407 ETR. For all concerns regarding the existing Highway 407 ETR infrastructure please contact Jeff Booker at 407 ETR. His email address is jbooker@407etr.com</p> <p>Thank you for your interest in this important Ministry project.</p>
96	E-mail	April 1, 2020	April 3, 2020	<p>Gentlemen:</p> <p>Received a notice about this project in the mail today and am sharing my opinion for your</p>	<p>Good Afternoon,</p> <p>Thank you for your comment and interest in this important Ministry project. Please note that the timing of construction</p>

				<p>considering.</p> <p>I am totally supportive of public transport, dedicated roads for buses where it makes sense and supporting infrastructure.</p> <p>However, the construction of a separate transitway running parallel to 407 makes no sense. The purpose of a separate right-of-way transitway is primarily to by-pass traffic jams during peak periods. The transitway parallel to Highway 403 in Mississauga for instance is very useful. However the 407 experiences very few serious slowdowns or traffic jams and the highway is always running very smoothly even in peak periods. Therefore the transit vehicles can easily just take the highway and save the (hundreds of) millions of dollars required to construct the additional roadway.</p> <p>The stations, parking, access connections and support facilities can proceed as planned.</p> <p>Building roads that will be scarcely used running parallel to highways that have capacity for another few buses does not seem to be good use of tax dollars ... so many better things can be achieved and are required in Canada.</p> <p>Thank you for your consideration; I am pleased to discuss further if you would like.</p>	<p>and implementation of the 407 Transitway is uncertain. In any event, construction will follow an implementation strategy summarized in the attached pdf file.</p> <p>Construction of the exclusive runningway will take place by segments, where and when traffic on Highway 407 ETR presents congestion. We encourage you to visit the project's website and review the display panels presented at the past two Public Information Centres. https://407transitway.com/brantToHurontario/consultation.html</p> <p>Your contact information has been added to our contact list to ensure you will receive future notifications on this project.</p>
97-A	E-mail	April 1, 2020	-	<p>Good morning Gus,</p> <p>I am with the planning firm representing both [REDACTED] with applications along the 407 Transitway within the Ninth Line Corridor.</p> <p>On behalf of [REDACTED], we are requesting that you assist us in obtaining the draft CAD files for the proposed development [REDACTED]. Attached is an aerial photo of the properties and the preliminary template sent by LGL prior to the 2nd PIC.</p> <p>I understand a confidentiality agreement is required in order for MTO to provide the draft ACAD files that contains the 407 Transitway Preliminary Design alignment in the Ninth Line area.</p> <p>Please contact us by email to assist us in our request.</p> <p>Thank You.</p>	
97-B	E-mail	April 6, 2020	April 6, 2020	<p>I am following up on my request to receive the requested CAD files for MTO Transitway Interface on [REDACTED]</p> <p>Please advise on next steps.</p>	<p>Please provide a Confidentiality Agreement for MTO review before draft AutoCAD files will be considered for circulation before TPAP is completed/approved.</p>
97-C	E-mail	April 14, 2020	-	<p>Hi Graham,</p> <p>Attached is the Confidentiality and NDA Agreement prepared [REDACTED]</p> <p>Please review and advise on next steps.</p> <p>Regards.</p>	<p>MTO signed the attached form and sent the requested CAD files.</p>
97-D	E-mail	April 17, 2020	April 20, 2020	<p>Good afternoon Graham,</p>	<p>Hello,</p>

				<p>We are representing [redacted] (Mattamy Homes for the Burnhamthorpe Road property lands owned by [redacted] Home Developments Limited) located south of the 407 Transitway, west of Sixth Line and east of Neyagawa Blvd. as shown on Plates 31 and 32, as provided by LGL Limited.</p> <p>We are requesting the draft ACAD files that contains the 407 Transitway Preliminary Design alignment for the future development of this site.</p> <p>Attached for your reference and review are:</p> <ul style="list-style-type: none"> • The letter and preliminary templates [redacted] sent by LGL prior to the 2nd PIC; • An aerial photo of the property (dated Sep. 5, 2017); and • A signed copy of a Confidentiality and NDA agreement, as requested by MTO on other properties, (dated Apr. 16, 2020). <p>Please contact us by email to assist us in our request.</p>	<p>Please note that MTO will no longer entertain requests for AutoCAD files within the on-going 407 Transitway EA study area before EA/TPAP approval (as is standard procedure). Exceptions have already been made for a separate request by [redacted] and no more AutoCAD files will be made available before EA/TPAP approval. The approval is scheduled for late 2020.</p> <p>Unfortunately, we will not grant permission for this request. Please continue to visit the project website (www.407transitway.com/brantTOHurontario) for on-going study information.</p> <p>Thank you for your interest in this important Ministry project.</p>
97-E	E-mail	April 21, 2020	-	<p>Graham,</p> <p>What about a pdf copy?</p>	<p>No response is required.</p>
97-F	E-mail	April 21, 2020	April 21, 2020	<p>Hi Graham,</p> <p>Further to Mike's request, are there any more PDF drawings than the ones you previously sent?</p> <p>What is the process for the CAD file release after EA/TPAP approval? Do we have to put in a separate request?</p>	<p>Good Afternoon,</p> <p>Thank you for your emails. It seems you already have the PDFs indicating the property impacts, they were attached within the original request email and again today.</p> <p>As per the TPAP schedule found on our project website, the final EPR will be posted for the 30-day public review on August 13, 2020, ending on September 11, 2020.</p> <p>After the TPAP is completed and approved (scheduled for mid-October 2020), please contact me to request specific AutoCAD files. Note that AutoCAD files are property of the Ministry and will be distributed at the Ministry's sole discretion.</p> <p>Thank you for your interest in this important Ministry project.</p>
98	E-mail	April 1, 2020	April 15, 2020	<p>Hope all is well and you are staying safe. I attended one of your latest public information sessions at Burlington Arena and spoke to you and Rob that night.</p> <p>Obviously, I don't expect you to remember me as you were speaking to many people. but I signed-in as shown in my signature lines below, in the attendance log/sheet.</p> <p>We had an informative discussion about piece mealing a few portions of our land located at this corner as being taken away piece by piece by the Town, Halton Region and now 407/Province.</p> <p>I just received a notification about the start of the Transit Project Assessment Process. Further to our discussion, I would like to file our objective for the following reasons:</p> <p>1- Our land is being devalued because of the combined expropriation of all three levels of the government and I am filing this filing to notify you that we will be seeking compensation for the damages, in addition to the land value</p>	<p>Thank you for your email. We have noted your concerns regarding the impact of the 407 Transitway on your property and have the following comments.</p> <p>Every attempt was made during the design process of the 407 Transitway to minimize impact on private property. The identified 0.40 acre area of your property is necessary for the Transitway to meet the design requirements for this type of project.</p> <p>Once the 407 Transitway moves into the detail design and implementation phase, all property acquisitions will be in accordance with fair market value and MTO's policy and directives. This is likely many years away for the Oakville area.</p> <p>A station at Neyagawa Road was evaluated as part of this Transit Project Assessment Process. It was determined that there was not adequate ridership demand to justify a station at this location. In addition, a station would have had to be located on private property. This area of Oakville will be served by the Bronte Road and Trafalgar Road Stations. Please note that 407 Transitway implementation is unknown at this time and the Ministry will not commence discussions pertaining to property acquisition until implementation is confirmed.</p> <p>Your contact information has been added to our contact list to ensure that future notifications are sent to you.</p>

				<p>2- Given that our land and the referenced area is designated as employment land, we are extremely disappointed to learn that there won't be a public transit station/stop here.</p> <p>Looking forward to your response at your earliest convenience.</p>	<p>Thank you again for your comments on this important project.</p>
99-A	E-mail	April 2, 2020	-	<p>Hi! Please add me to your mailing list. I am a planner by education.</p>	<p>Contact was added to the public contact list and emailing list.</p>
99-B	E-mail	April 2, 2020	April 3, 2020	<p>And what are you guys planning to do (in terms of consultations and town hall meetings) given the social distancing measures in light of COVID-19?</p> <p>Thanks.</p>	<p>Good Afternoon,</p> <p>Thank you for your email. Consultation with stakeholders and agencies including Indigenous Communities, municipalities, members of the public including adjacent property owners has been ongoing since mid-2017. Please note in addition to numerous stakeholder meetings, the project team held two Public Information Centres in November 2018 and another two recently in February 2020. Please visit the project's website where you can download the information panels that were presented at these Public Information Centres. https://407transitway.com/brantToHurontario/consultation.html</p> <p>Your contact information has been added to our contact list. Future information will be made available on the project's website and notification will be sent to you via e-mail.</p>
100-A	E-mail	April 2, 2020	April 3, 2020	<p>Hope you are safe and well. I recall we spoke a few times last year regarding the 407 transitway process. I am representing some clients whose lands are abutting the transitway. I recall last year we discussed some of the later items in the process such as future lands acquisitions and expropriations. I was wondering if you could put me in contact with someone from property services and/or a related department who may be able to answer some of my questions?</p> <p>This would be greatly appreciated.</p>	<p>Thank you for your email. I suggest you reach out to Graham DeRose for any questions related to property. Graham is the MTO PM for the 407 Transitway – I have CC'd him on this email.</p>
100-B	E-mail	April 3, 2020	April 3, 2020	<p>Thank you, Larry, much appreciated.</p> <p>Graham, I am representing some clients whose lands are abutting the transitway in north Oakville. I was wondering if you could put me in contact with someone from property services and/or a related department who would be able to provide some insight on the process associated with future land acquisitions and expropriations?</p> <p>This would be greatly appreciated.</p>	<p>Good Morning,</p> <p>At this time, MTO has no funding in place to purchase any properties required for the 407 Transitway. Standard MTO policies indicate MTO does not acquire any necessary lands until EA's are completed/approved and the projects are moving to the detail design and implementation phase. As previously communicated and shown on our project website (www.407transitway.com/brantTOHurontario), there is currently no timeframe to implement any portion of the 407 Transitway running way alignment. Property acquisitions will not happen for an undetermined amount of time.</p> <p>Once the 407 Transitway moves into detail design and implementation, all property acquisitions will be in accordance with fair market value and MTO's policy and directives. This is likely many years away for the Oakville area.</p> <p>In order to direct you to appropriate MTO staff with more specific/detailed questions, please provide the specific location of these properties so we can better understand the MTO's future requirements as per the 407 Transitway EA. Thank you for your interest in this important Ministry project.</p>
100-C	E-mail	April 7, 2020	April 7, 2020	<p>Thanks for the detailed response, this is very helpful.</p> <p>I understand that these questions are fairly premature and I appreciate you taking the time to assist me with this.</p> <p>I am working on behalf of a Landowner Group. My firm serves as the Group manager for the lands therefore we service numerous parcels.</p>	<p>Good Afternoon,</p> <p>Thank you for your email. The 407 Transitway project team has had communication with many of the individual property owners in the outlined area. How these lands are zoned and designated has no bearing on the design of the 407 Transitway as part of the Environmental Assessment. I have verified that MTO has not approved any development applications for these lands to date.</p> <p>Unfortunately, it is premature to direct you to someone from MTO's property office. Your questions seem to be about</p>

					<p>MTO permitting process. Please visit MTO's Corridor Management website to better understand what is required in order to obtain MTO permits and how to apply:</p> <p>http://www.mto.gov.on.ca/english/highway-bridges/highway-corridor-management/index.shtml</p> <p>The 407 Transitway runningway alignment and stations are treated exactly like any MTO highway. The Transitway infrastructure is protected and designated under the <i>Public Transportation and Highway Improvement Act</i>. Any above/below ground construction in the vicinity of the Transitway will require MTO's review/acceptance/permits before any construction can begin. Standard MTO set-back (14 m) is applied from the limit of the Transitway grading design footprint.</p> <p>Once a development application for this area is submitted to MTO's Corridor Management, it will be circulated to my office for review. It will be deemed unacceptable if anything conflicts with the 407 Transitway design footprint, meaning the Transitway limits will become the new northern boundary for development of these parcels.</p>
101	E-mail	April 3, 2020	April 15, 2020	<p>Dear LGL and 407transitway team:</p> <p>I am part owner of the above noted property (see attached letter) and the representative/manager for the property. The property consists of a wood lot and agricultural land [REDACTED]. I was only recently notified of 407 Transitway by the Feb 20, 2020 letter, even though the project team has been engaging with landowners and other stakeholders since the summer of 2017. It is disappointing that I was not contacted earlier so that we could have attended the Public Information Centres in November 2018 and February 2020. [REDACTED] acres are forested and designated as Conservation Land by the Ministry of Natural Resources and Forestry. The remaining approximately 89 acres which borders Hwy 407 has always been farmed. Our concern is how will the 407 Transitway affect the farmers' access to the property. [REDACTED] has been working the land since our ownership in the 1970s and so we are very interested to have access to the land maintained so that the agricultural use can continue.</p> <p>Thank-you for your attention to this matter and I look forward to hearing from you.</p>	<p>Thank you for reaching out to the project team. Please note that as part of this study, during the pre-Transit Project Assessment Process (TPAP) phase, the project team held two (2) Public Information Centres (PICs) in November 2018 and February, 2020 at two separate locations within the 43 km study area. Advanced notification of these PICs included distribution of flyers to all properties (using the Canada Post Unaddressed Bulk Mail Delivery) approximately 500 to 800 m on either side of the 407 ETR from Brant Street to Hurontario Street. The project team also published PIC notices in local newspapers two weeks prior to these events.</p> <p>Please note that it was not until PIC 2 (February 2020) that the project team released the preferred transitway runningway alignment and station. As part of PIC 2 notification, we sent you a letter and conceptual drawing showing the approximate property impact (see attached and link for downloading the conceptual drawing). Subsequent to sending this letter, the project team received the letter back as a "return to sender" and attempted to send another letter with a revised address.</p> <p>Your contact information has since been updated in our contact list to ensure that future notifications are sent to you. Please note that the most recent letter sent to you is the Notice of Commencement of TPAP, dated March 27, 2020. The letter details the next steps with regards to obtaining Environmental Assessment approval for this assignment. With regards to the access roads to [REDACTED], they will need to account for the final design of the Transitway, to be determined during Detail Design. MTO has included a Commitment of future action referring to this in the Environmental Project Report (EPR). Currently, there is no funding for Detail Design and implementation of the Transitway, so the existing farm access roads will be maintained.</p> <p>I trust this information will suffice. Should you have any additional questions, please let us know.</p>
102	E-mail	April 6, 2020	April 6, 2020	<p>We received a letter from LGL stating that a registered letter was sent to My father and mother; [REDACTED] on January 21,2020. They said they never received a registered letter. Can you please advise?</p>	<p>I am sorry that your parents were not able to receive our registered letter. We have not received any response back so we assumed that the letter was received.</p> <p>Please see attached the scanned copy of the letter we have sent to your parents and associated Plate that shows the transitway runningway on the property.</p> <p>A public information centre was held in February, you can access the display panels presented at this even on the project's website.</p> <p>https://407transitway.com/brantToHurontario/consultation.html</p> <p>If you have any questions, please feel free to contact us.</p>
103-A	E-mail	April 6, 2020	April 7, 2020	<p>Hello Graham, how are you do? I was wondering if you can give me an update on where the transit way plan is at. I would like confirmation that Palladium Way located in Burlington</p>	<p>The link to the 407 Transitway website (you included in your email) provides you with the most up-to-date public information. The website will be continually updated as the study progresses. Property requirements should not be</p>

				Ontario is no longer part of this plan and is there an updated plan on what areas that will be impacted and if you can send me a pdf or website link. Also what is the current situation with the lands owned [REDACTED]. There was a halt to the site plan and I wanted to get an update if any on the current status. Thank you for your attention. https://407transitway.com/brantToHurontario/consultation.html	considered finalized until the Project is completed/approved. This is anticipated for Fall 2020. Thank you for your interest in this important Ministry project.
103-B	E-mail	April 7, 2020	April 7, 2020	Thank you for the reply. I wanted to confirm though that Palladium Way in Burlington is no longer part of the plan because originally it was part of it. Do you have a copy of the original plan that you can send me to make note of the difference?	All public information for the on-going 407 Transitway Environmental Assessment is on the project website. You can easily compare PIC #1 and PIC #2 slides to better understand how the study has progressed to date.
103-C	E-mail	April 20, 2020	April 20, 2020	Hello Larry, how are you doing? I've been trying to connect with you if you can give me an update of the Transitway West project. There was a letter received in the area about this and I wanted to inquire if this would impact the properties along Palladium Way. Please call me to discuss this as its difficult to review the rendering provided on how it will affect this area. My cell number is [REDACTED] thank you for your attention.	Thank you for your email. I understand you have already been in contact with the MTO Project Manager, Mr. Graham DeRose, about updates to the Transitway project (see attached emails). Please note that PIC # 2 held in February 2020 presented the 407 Transitway design of the technically preferred stations, alignment and maintenance facility. I have attached a screen capture of Slide # 15 from PIC # 2, which illustrates the preferred alignment alternative in Segment # 2 from east of Dundas Street to east of Appleby Line. As Graham previously noted, since the Environmental Assessment (EA) is on-going, property requirements should not be considered finalized until the Project is completed/approved. This is anticipated for Fall 2020. Please contact Graham DeRose if you have any additional questions related to property impacts.
103-D	E-mail	April 20, 2020	-	Thank you, Larry, for the reply. So due to the fact that that the proposed transitway is on the North Side of the 407 it does not impact the Palladium Way lands. Can I be added to the distribution list for any upcoming updates that may occur so I may stay informed. Take care.	Contact was added to the project mailing list.
104	E-mail	April 9, 2020	April 10, 2020	My name is [REDACTED] and I own [REDACTED]. I met you on February 13th at the Cornerstone Community Church on Vanderbilt Rd, Mississauga. This was a Public Information event re: Transit bus way coming in the near future. You kindly showed me the map showing my property (on Tenth Line, up near 401 Hwy. It also showed me the placement of roadway for this bus transit planned. It was nowhere near us. However, I recently received your "Notice of Commencement of Transit Project" and the map included is completely different than you showed me at the Public information. You told me these bus lanes would not be anywhere near my property. This map shows it is. Needless to say I'm confused and rather upset. I thought for a change the Government was leaving our property alone. I really would like to hear from you in regard to this, either by email or by phone. I hope I can hear from you soon.	Thank you for the email. The mapping on the "Notice of Transit Project" shows the overall study area, the information we discussed in February is still the most accurate. Please rest assured that what was shown to the public at the February PIC's is what the project team is proceeding with for approval. The Transitway will run within the Hydro corridor in the vicinity of your property and the [REDACTED]. It will have no impacts to your property. For reference, I have attached a screenshot of that slide with the alignment shown in purple. Alternatively, all PIC slides can be viewed on the project website. Your property is shown specifically on [REDACTED] https://407transitway.com/brantToHurontario/consultation.html Thank you for your interest in this important Ministry project.
105	E-mail	April 17, 2020	April 19, 2020	Hello, I saw the ad regarding the 407 Transitway in the April 16 edition of the Brampton Guardian and would like to be added to the project mailing list.	Contact was added to the project mailing list.

				Thank you.	
106-A	E-mail	July 10, 2020	July 13, 2020	<p>Hi Graham:</p> <p>Tried to call you this afternoon & left you a Phone Message. Regarding the "Preferred 407 Transitway Alignment" that crosses our Property [REDACTED] we've been speaking with [REDACTED] who own the Land Parcels on the North & the South Sides of our Property.</p> <p>They informed us that you have provided them with an AutoCAD Database for their Properties where the "Preferred 407 Transitway Alignment" crosses them, so that they can prepare accurate Preliminary Site Plans for their submissions to the Planning Dept.</p> <p>Since we would like to accurately update our AutoCAD Property Drawing with the exact location of the "Preferred 407 Transitway Alignment" that crosses our Property, we would like to request a copy of the AutoCAD Database File for our Property, [REDACTED]</p> <p>For reference, I've attached Plates.</p>	<p>Thank you for the email. I have been working remotely since mid-March and have not been able to check any office voicemails, I am glad you also reached out via email.</p> <p>Typical MTO procedure is we do not share AutoCAD files prior to EA completion/approval. Approval for this project is scheduled for October 2020. We did make an exception for [REDACTED] for this area after they provided MTO with a signed Non-Disclosure Agreement (NDA) before receiving the AutoCAD information. I've attached a standard copy for reference.</p> <p>Given your property location and the history you have with the 407 Transitway, MTO is willing to make a similar exception. I will require a signed NDA beforehand. Please pass along a signed NDA specific to your property at your earliest convenience. Once I receive for my records, the project team will pass along the AutoCAD file showing the preferred alignment as it crosses your property.</p> <p>Parsons -- can you prepare the AutoCAD file that shows the preferred alignment limits as it crosses this property?</p> <p>As MTO is making an exception to send an AutoCAD file before EA/TPAP approval, please wait until the signed NDA is returned to MTO before sending the alignment information traversing the specific property limits.</p>
106-B	E-mail	July 30, 2020	July 30, 2020	<p>Hi Graham:</p> <p>Thanks for your e-mail response the week before last week.</p> <p>I've been away the last 2 weeks on an extended Canoe Camping Vacation, hence the delay in responding to you until now.</p> <p>Please find attached the requested signed Non-Disclosure Agreement (NDA), for the AutoCAD File for the</p> <p>Preferred Transitway Alignment over our Property.</p> <p>Thank You for your assistance in providing the requested AutoCAD Drawing File.</p>	<p>Thanks.</p> <p>Winnie - can you please send the AutoCAD file that covers the property mentioned above/below? Please ensure you copy me on the email containing the file for my records.</p> <p>Sincerely.</p>
107	E-mail	July 15, 2020	July 17, 2020	<p>Question/Request: I would like to request an update on the Study Schedule as it relates to the COVID-19 pandemic and any potential delays. Thank you in advance.</p>	<p>Please note that there are no changes or delays to the study schedule. The schedule presented in the website still stands.</p> <p>Thanks.</p>
108-A	E-mail	July 16, 2020	July 16, 2020	<p>Graham, I am looking at properties along the Ninth Line for a client and came across your website and project schedule. Couple of Questions:</p> <p>It states that your Notice of Completion is scheduled to be released on August 13th. I note that the TPAP notice was released on April 16 therefore I assume that the Aug 13th date is firm? Is there anywhere one can go to receive more detailed information on the options as they relate to specific properties? I would appreciate if someone could give me a ring back. Thanks.</p>	<p>I hope this email finds you well.</p> <p>On the 407 Transitway project website, you can find the PIC materials presented back in February. These slides show the preferred alignment location. Ninth Line area can be found on slides 22 - 27: https://407transitway.com/brantToHurontario/downloads/FINAL407TW4_PIC2Boards_MTO5.pdf</p> <p>Starting on August 13, the completed Environmental Project Report (EPR) will be posted for public/agency/stakeholder review for 30 days in duration. This date is firm. The EPR document will contain detailed engineering drawings. The 407 Transitway EA/TPAP (west of Brant St. to west of Hurontario St.) is scheduled to be completed/approved in October.</p>
108-B	E-mail	July 17, 2020	July 17, 2020	<p>Graham will the EPR provide for a recommended width of the corridor, or is that a detail that needs to be worked out on a property by property basis?</p>	<p>The EPR posted on August 13 will include detailed engineering drawings (plan and profile) that show the exact design/grading limits required for the Transitway. To give you an example of the level of detail, here is a link from the last completed Transitway study, specifically Chapter 5: https://407transitway.com/hurontarioTo400/EPR.html I hope this information helps.</p>
108-C	E-mail	July 17, 2020	July 17, 2020	<p>That's great Graham. Appreciate the update and look forward to seeing the EPR. Could you please put me on a notification list to receive notice of the release of the EPR and links to</p>	<p>Contact was added to the project notification list. No further action required.</p>

				how to access it. Thanks.	
45-E	E-mail	July 25, 2020	July 27, 2020	Question/Request: regarding transitway bus lanes in Burlington, which side of the highway 407 will these lanes be on? The current 407 does not leave much room adjacent for two lanes to go through between highway and homes. are these lanes to be on the Brant street side of the highway or the Guelph Line side of the highway?? Neither side seems to have much room to put more lanes in. can you explain further. Thank you.	<p>The 407 Transitway will be located on the northside of the 407ETR (Highway), between the 407 ETR and the property boundaries, without affecting the residential properties. Please see the following figures for an illustration.</p>
45-F	E-mail	July 28, 2020	-	Thank you for the photos, are you going to cut into the existing brim and if so how many feet. How far from my property line is this additional traffic lanes going to be and what will you put up for my protection, ie noise, pollution, and privacy. I have great concern here that there is enough space here to do this work.	
45-G	E-mail	July 30, 2020	August 4, 2020	I have been looking at the artist impression of the highway showing cars and busses. photo	Thank you for your email.

				<p>number two.</p> <p>This is not an accurate impression of our location, Currently we can see the tops of the trucks and busses that pass on highway 407 and especially in the fall and winter months where there are no leaves on the trees they are clearly seen along with highway signs that glare in the evening. - my question is: what is going to be done regarding this visual pollution that we have to look at, the additional noise due to more traffic , pollution in general and the fact that we have some cracking in our homes due to earth vibration. What if anything is going to be done on these important matters, have they been considered and where do I take this up so that someone hears and listens and does something protective about it, thank you.</p> <p>Ps. just this year trees have been cleared at the end of the property leaving gaping holes, and, as you know trees are good for pollution areas so why have they been taken out and where dead trees lie no new ones have been replanted. thanks for listening to our concerns.</p>	<p>The existing berm will be cut to accommodate the transitway and a retaining wall will be installed. The distance from the proposed Transitway retaining wall to your property boundary is approximately 37 m (120ft) and the approximate height of the berm is 4m. (12 ft).</p> <p>A noise and vibration study was conducted to assess the impacts of the buses operating on the transitway, inclusive of changes to the local topography. It concluded that the increase in noise levels are not significant to warrant noise control measures based on MTO noise guidelines. The projected increase is less than 5 dBA and overall ambient noise will not be over 65 dBA. In addition, an air quality impact study was conducted and concluded that the impacts of the transitway are insignificant, not exceeding Ontario Ministry of the Environment, Conservation and Parks (MECP) ambient air quality criteria. A landscape composition was also developed as part of this project which presents that embankment/slope stabilization consisting of a mix of native coniferous trees and shrubs will be implemented between the transitway right-of-way in the area near your property. The reports of these studies will be available for public review as part of the Environmental Project Report (EPR), scheduled to be available on August 13, 2020 via the project's website www.407transitway.com. Please note as part of this study, environmental factor reports including the Noise and Air Quality Report were reviewed by the MECP, among other regulatory agencies.</p> <p>The documents of the above-mentioned studies and the landscape composition are associated with the transitway only. As for your concerns regarding current visual and noise issues, we encourage you to contact 407 ETR directly. Please note that the 407 Transitway project is not affiliated with the operations or maintenance of the existing Highway 407 ETR. For all concerns regarding the existing Highway 407 ETR infrastructure please contact at 407 ETR. His email address is [REDACTED]</p>
45-H	E-mail	August 4, 2020	August 4, 2020	<p>Thank you for your overall information on this issue. We will look out for the report available august 13th.</p> <p>we do find it amazing that transitway have a project they will perform on 407 property and yet your telling us that its not affiliated with the operation or maintenance of the existing highway and we should go there for enquiries for visual and noise issues.</p> <p>Has any physical inspection been done at the location of the properties to ascertain noise, pollution and visual issue. Come into my backyard over the weekend or evening and listen to the noise we have to contend with and see....the dust that comes into our home and the wall hangings being rearranged.</p> <p>It appears not enough consideration is being taken into the matter of HUMANS being exposed to the above elements.</p> <p>Lastly, can you give approximate time this project will begin.</p>	<p>There is currently no timing for construction of the transitway. At this time the project team is only obtaining Transit Project Assessment Process (TPAP) approval under Ontario Regulation 231/08.</p>