



Planning and Development Services

MEMORANDUM

TO: Members of Planning and Economic Development Committee

FROM: Bryan Tuckey, Commissioner, Planning and Development Services

DATE: April 8, 2009

RE: **Economic Profile 2009**

I am pleased to present the York Region Economic Profile 2009 brochure designed by the Economic Strategy Branch. This Economic Profile was originally designed in 2006 and has been updated each year with current statistical information.

The Economic Profile brochure is a marketing and investment tool that will be distributed to senior executives of major corporations in York Region, to domestic and international organizations interested in investing in York Region and to partners including municipal Economic Development staff, Chambers of Commerce/Board of Trade and Federal/Provincial investment attraction officials. The Economic Profile will also be available on line in PDF format on the York Region website: www.york.ca

If you require additional information or copies of the Economic Profile 2009, please contact Sarah Melnyk, Economic Development Marketing Specialist at 905-830-4444 x 1562 or via e-mail at sarah.melnik@york.ca

Bryan Tuckey

Attachment: Economic Profile 2009

An Economic Profile of York Region

ONTARIO, CANADA

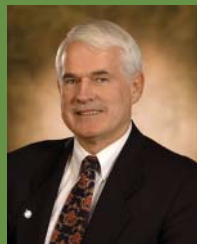


2009





Mayor
Frank Scarpitti
Town of Markham



Regional Councillor
Jim Jones
Town of Markham



Regional Councillor
Jack Heath
Town of Markham



Regional Councillor
Tony Wong
Town of Markham



Regional Councillor
Gordon Landon
Town of Markham



Mayor
David Barrow
Town of Richmond Hill



Regional Councillor
Brenda Hogg
Town of Richmond Hill



Regional Councillor
Vito Spatafora
Town of Richmond Hill



Mayor
Linda D. Jackson
City of Vaughan



Chairman and CEO
Bill Fisch



Mayor
Tony Van Bynen
Town of Newmarket

A Message from York Regional Council

This 2009 *Economic Profile of York Region* provides local entrepreneurs and international investors with highlights of the opportunities that The Regional Municipality of York offers as a competitive and sustainable investment destination.

Our growth-oriented policies and a diverse economy attract leading edge companies from various sectors, including business and professional services, biotechnology and pharmaceuticals, communications technology, automotive and transportation equipment manufacturing and environmental industries.

All aspects of our Regional economy, including gross domestic product (GDP), export revenues, employment and the number of enterprises, have seen steady growth in the last decade. Between 2002 and 2007, York Region's GDP grew by 23 per cent to more than \$43 billion, which is greater than the GDP of each of the Atlantic Provinces.

York Region's population of more than one million residents is one of the most highly-skilled and best-educated in all of Canada. More than 67 per cent of adults in York Region between the ages of 25 and 64 have post-secondary educations.

We welcome your inquiries. Please call us toll free at 1-877-464-9657, Ext. 1503. To obtain more information, please view the 2009 *Economic Profile of York Region* online at www.york.ca



Regional Councillor
Joyce Frustaglio
City of Vaughan



Regional Councillor
John Taylor
Town of Newmarket



Regional Councillor
Mario Ferri
City of Vaughan



Regional Councillor
Gino Rosati
City of Vaughan



Mayor
Robert Grossi
Town of Georgina



Regional Councillor
Danny Wheeler
Town of Georgina



Mayor
Phyllis M. Morris
Town of Aurora



Mayor
Wayne Emmerson
Town of Whitchurch-Stouffville



Mayor
James Young
Town of East Gwillimbury



Mayor
Margaret Black
Township of King



An Economic Profile of York Region

ONTARIO, CANADA

A Vibrant Economy





THE BUSINESS OPPORTUNITY IN CANADA



Canada occupies 9.9 million sq. km. of land, making it the second largest landmass in the world next to the Russian Federation. Located in the Western Hemisphere, the country spans six time zones and enjoys ample access to and from the North and South American markets.

Canada has all of the necessary components for maintaining a prosperous business environment. With a population of over 33.5 million, the country is home to a wealth of natural resources, an unrivalled standard of living and a comprehensive infrastructure. A combination of rural and urban lands, financial districts and manufacturing centres, residential infrastructure and recreational amenities make Canada one of the most affluent countries in the world.

CANADA IS A PROSPEROUS COUNTRY

- ▶ 2nd largest land mass
- ▶ 36th largest country by population
- ▶ 9th largest economy in the world
- ▶ Top 15 in Gross Domestic Product per capita
- ▶ High quality of life and ease of doing business

CANADA'S KEY SECTORS

Canada has focused its policies, business incentives and university support around key industries, including:

- ▶ Aerospace
- ▶ Agri-food
- ▶ Biotechnology
- ▶ Electric Power Equipment and Services
- ▶ Environmental Industries
- ▶ Information & Communications Technologies (ICT)
- ▶ Medical Devices, and Oil and Gas

Canada is a country full of possibilities. The embrace attitude expressed towards visitors and immigrants from all walks of life is one of the main reasons for the country's prosperity over the last century.

DOING BUSINESS IN CANADA

With political stability, a growing economy, low inflation, a healthy market in foreign trade and a well-educated workforce, Canada is one of the most attractive places in the world for low-risk, high-yield investments.

COMPETITIVE ADVANTAGES

The People: Canada is a nation of intelligent, educated workers, ranking #1 in the Organization for Economic Co-Operation and Development for higher education achievement.

Political Stability: Canada is a constitutional monarchy with a parliamentary system, and a strong tradition of human rights.

Economic Stability: Canada has a robust and growing economy, which grew 2.5% in 2006-07 according to International Monetary Fund.

Ease of Business: Canada ranks #1 in the G7 as "the best place to invest and do business," according to the Economic Intelligence Unit's Global Business Rankings Forecast 2008-2012.

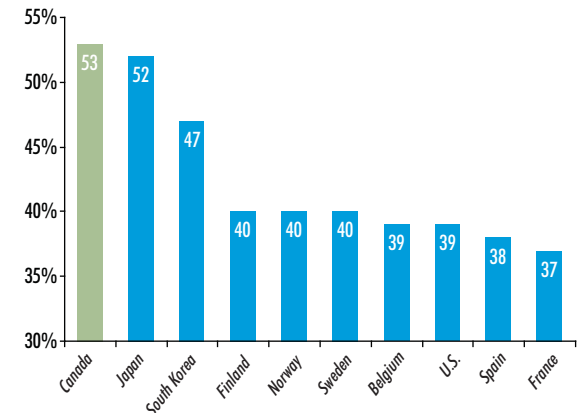
Low Cost of Business: Canada has the lowest effective corporate income tax rates for research and development (R&D) operations in the G7 and one of the lowest corporate income tax rates for manufacturing operations. KPMG's Guide to International Business has rated Canada as having the lowest total costs for business start-up and operations of all G7 countries.

Intellectual Property: Canada's level of protection for patents and trademarks conforms to general standards in Europe and the U.S.

Location: Canada's location acts as a crossroads between the North American marketplace and the booming economies of Asia, with the Asia-Pacific Gateway and Corridor Initiative. Canada has sophisticated infrastructure and a highly developed transportation and telecommunications network.

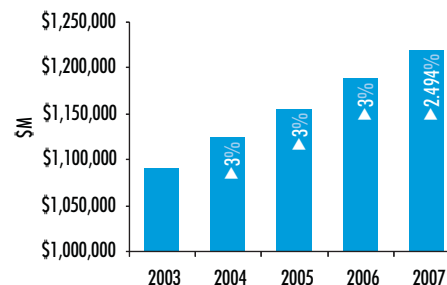
Quality of Life: World-class universities, a universally acclaimed health care system, clean, friendly cities and spectacular scenery make Canada a great place to invest, work and live.

HIGHER EDUCATION ACHIEVEMENT



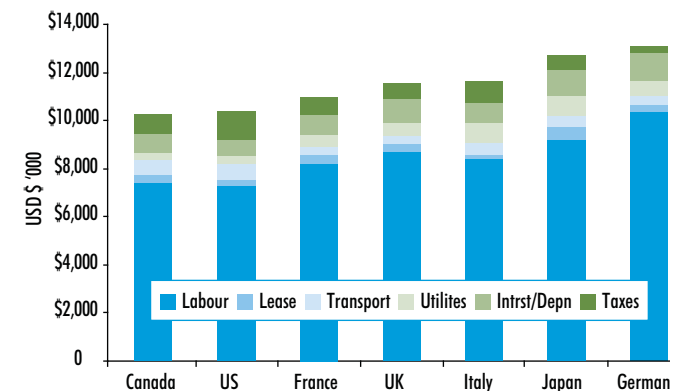
Source: IMD, World Competitiveness Yearbook 2006

CANADIAN GDP - ALL INDUSTRIES



Source: Statistics Canada, CANSIM, table (for fee) 379-0027 and Catalogue no. 15-001-X

10-YEAR AVERAGE TOTAL COSTS



Source: Competitive Alternatives: KPMG's Guide to International Business Location, 2008 Edition

YORK REGION IS THE BUSINESS LOCATION OF CHOICE

York Region is a thriving, dynamic region centrally located within the vibrant Toronto Census Metropolitan Area, the most multicultural urban centre in the world, and Canada's corporate and financial centre.

YORK REGION'S ECONOMY IS PROSPEROUS AND GROWING

One of the most diverse regions in all of Canada, York Region has earned a reputation as a premier business location in the heart of North America's most dynamic growth complexes. York Region continues to experience low unemployment rates and strong employment growth. The diverse base of York Region's major employers has created an economy that is buoyant and more resilient to cyclical shifts at the national and global scale.

A STABLE GOVERNMENT INVESTING IN INFRASTRUCTURE AND SUSTAINABILITY

York Region is made up of a confederation of nine municipalities, with a two-tier government structure, with services provided by the Region and local area municipal governments. The Region's 2006 Capital Budget was one of the largest in North America with spending of \$517 million on current capital projects and ongoing investment of over \$5.9 billion in capital works over a ten year period to service the needs of York Region's growing and diversifying population and industrial base. York Region's rapid growth over the last ten years has necessitated a long term commitment to building the infrastructure to meet the needs of the Region's resident and business community.



Approved in 2007, the Sustainability Strategy was developed to help manage the dynamic forecasted population growth with a balanced approach, respecting the Natural Environment, Healthy Communities and Economic Vitality. The purpose of the York Region Sustainability Strategy is to provide a long-term framework for making smarter decisions about growth management and all municipal responsibilities that better integrate the economy, environment and community.

SUPERB QUALITY OF PLACE

York Region is home to a number of high-quality golf courses, an array of forests and trails, exceptional art galleries and museums, and an excellent range of accommodations, shopping, dining, and attractions. York Region has some of the most diverse physical and cultural assets within the Greater Toronto Area. High-tech industrial and office parks, thriving urban communities, rolling hills, lush countryside and lakeside communities offer a true location of choice. With 69% of the land protected as green space, the Region celebrates its strong natural heritage and has committed to protect it while managing aggressive growth.

YORK REGION'S INITIATIVES FOR SUSTAINABLE BUSINESS DEVELOPMENT

Maintaining a healthy environmental balance is critical to York Region's prosperity and quality of life. The Region has established a strong vision for the future with two major strategic documents "Vision 2026" and "York Region Official Plan". Attracting high quality new investments from firms committed to sustainability and encouraging existing business in the Region to leverage "green" business practices respond to the goals of "Vision 2026" to enhance the environment while promoting a vibrant economy.

THE GUIDE TO GREENING YOUR BUSINESS

The Guide to Greening Your Business provides a framework for sustainable economic development along with the basic resources companies may need to operate as a green business in York Region. The Guide includes: 150+ environmental programs, resources and partners; Federal, Provincial and Regional government programs; York Region's sustainability initiatives, and those of each local municipality; A directory of Environmental Companies. The Guide to Greening Your Business is free to all York Region Businesses. Visit www.york.ca/sed to download a copy of The Guide to Greening Your Business.

SUSTAINABLE BUSINESS WORKSHOP SERIES

York Region is developing and hosting a series of Sustainable Business Workshops. The workshops are detailed and interactive learning forums for business leaders including guest presenters, case studies, and implementation methods. Three workshops are scheduled for 2009: Developing a Waste Management Plan; Installing Solar Energy; and, Managing a Green office. The Sustainable Business Workshops are free to all York Region businesses. Visit www.york.ca/sed for more information.

ENERGY AND THE ENVIRONMENT MANAGEMENT SYSTEM

(EEMS) is web-based software designed to capture energy consumption and expenses of buildings, streetlights and other facilities. The Region began implementation initiatives in 2005 with an aggressive 35% reduction target.

SMART COMMUTE

Smart Commute is a partnership between Metrolinx and the cities and regions of the Greater Toronto and Hamilton Area (GTHA). It aims to reduce traffic congestion and to take action on climate change by encouraging individuals to travel smarter, cleaner, and better by considering alternatives. Smart Commute programs are implemented primarily through local Transportation Management Associations, in partnership with local businesses. Three Transportation Management Associations operate within York Region: Smart Commute (www.smartcommutentv.ca); Smart Commute 404-7 Association (www.smartcommute404-7.ca); and, Smart Commute Central York (www.smartcommutecentrallyork.ca).

YORK REGION WATER FOR TOMORROW

Water for Tomorrow provides building owners and managers free comprehensive audits of their facilities to assist in saving water. York Region Water for Tomorrow offers rebates on a number of water saving fixtures, such as toilets, to businesses. For high-water use businesses, Water for Tomorrow offers building owners and managers free comprehensive audits of their facilities to assist in saving water. Businesses which implement water saving measures identified in the audit may qualify for a refund based on how much water is saved. For commercial kitchens, the installation of pre-rinse spray valves is provided at no cost.



DISCOVER THE YORK REGION ADVANTAGES

York Region GDP at Current Dollars

Year	(\$BILLIONS)
2004	\$35.91
2005	\$38.26
2006	\$40.63
2007	\$43.25

Source: Statistics Canada and
Community Benchmarks Inc.



PROVINCIAL SCALE ECONOMY

York Region's dynamic, robust economy has a Gross Domestic Product that is larger than any of the Provinces of Atlantic Canada. All aspects of the Region's economy, GDP, export revenues, employment and number of enterprises, are impressive by Canadian standards. Between 2002 and 2007, York Region's Real GDP grew 23%, compared with an 11% increase in output for Ontario. In 2007, York Region generated an estimated \$43.25 billion of output. This output was greater than each of the provinces of PEI, Newfoundland, New Brunswick, and Nova Scotia.

CENTRAL LOCATION

York Region is centrally located within the vibrant Greater Toronto Area, Canada's corporate and financial centre. Toronto is Canada's most important head office centre, owning 42% of the country's head office employment. York Region's proximity to Toronto provides access to a high concentration of the country's key decision makers, buyers, and business support services.

HIGHLY INTEGRATED TRANSPORTATION NETWORK

Residents and businesses in York Region have unparalleled access to both North American and worldwide markets through a fully developed transportation network that includes air transport, port access and seaway shipping, modern rail-based intercity, freight movement, roads and commuter services.

York Region is well positioned with access to major world cities via direct flights from Pearson International Airport and same day business access to Europe with evening overlap to Asia. Travel to New York, Chicago, Boston and other northeast American centres is 1.5 hours by air and an integrated transportation network links to U.S. routes by road, rail and marine crossings.

Over 140 million consumers in Canada and the north eastern United States are located within a one day drive of the Region. An efficient road network within York Region connects seamlessly with provincially owned 400 series of high speed expressways and provides an integrated goods movement system.

HIGH QUALITY WORKFORCE

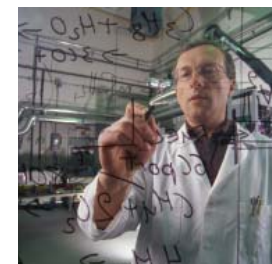
York Region's population is one of the youngest, highly skilled and best educated in all of Canada. Of York Region adults between the ages of 25 to 64, 67% have post-secondary education. This rating is higher than both the national and provincial averages and is a key reason for the establishment and growth of many new technology-based companies in York Region. The most popular field of study by York Region post-secondary graduates is Business, management and public administration (25%), followed by Architecture, engineering, and related technologies (21%) and Social and behavioural sciences and law (12%).



Level of Education Attainment for Ages 25-64

	Without High School		High School		Trade Certificate or Diploma		College		University		Total
	Counts	% Total	Counts	% Total	Counts	% Total	Counts	% Total	Counts	% Total	Counts
York Region	52,520	11%	110,540	22%	35,190	7%	98,810	20%	198,360	40%	495,420
Ontario	899,525	14%	1,660,670	25%	581,130	9%	1,461,630	22%	2,035,370	31%	6,638,325
Canada	2,683,510	15%	4,156,740	24%	2,156,010	12%	3,533,375	20%	4,852,480	28%	17,382,115

Source: Statistics Canada Census 2006



LOW COSTS OF DOING BUSINESS

York Region offers businesses a cost-competitive place to do business and provides advantages for businesses seeking to attract and retain a highly skilled workforce that is the hallmark of success in today's global marketplace. With the lowest property tax rates currently in the GTA, York Region's tax ratios are the most favourable for business investment (Source: BMA Management Consulting Municipal Study 2007).

A ROBUST INDUSTRIAL PROPERTY MARKET

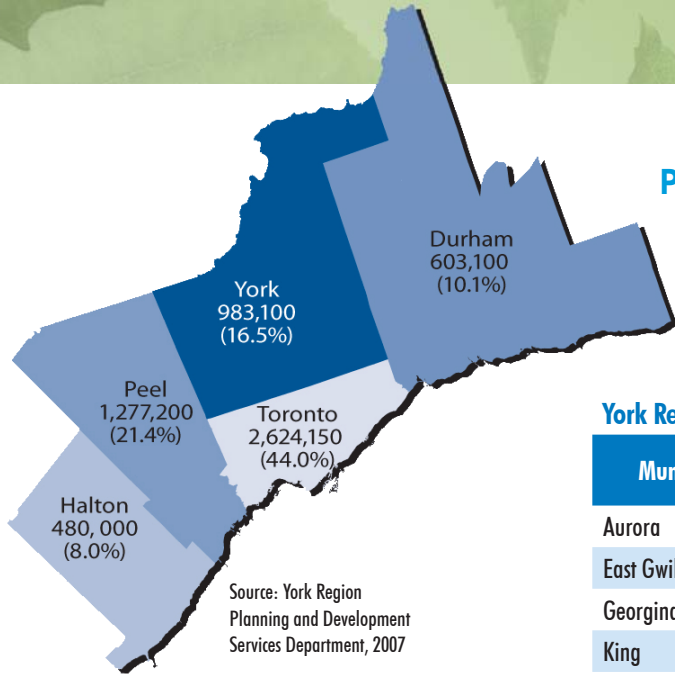
The GTA industrial market, with approximately 717 million square feet of inventory, is favourably positioned to serve commercial businesses. The Region offers a very broad range of property types: industrial business parks, high-tech industrial and office parks, large format retail, shopping malls and vacant employment lands.



BUSINESS CONNECTIONS

There are approximately 163,000 businesses located in the Greater Toronto Area, or 15.5 % of Canada's businesses. This high concentration of economic activity means that the country's best business support firms are located in or near York Region. Businesses enjoy access to superior support firms specializing in: Accounting, Law, Marketing and Communications, Benefits and Human Resources, Financial Services, Insurance, Commercial Realtors and Logistics and Transportation Services.





POPULATION

York Region's total population was 929,900 in 2006 and estimated at 1,011,360 on December 31, 2008, with a projection of more than 1.5 million by 2031.

York Region Population by Municipality (2006 to 2031)

Municipality	Population 2006	Population 2031	Growth 2006-31
Aurora	49,600	70,400	1.4%
East Gwillimbury	21,900	88,000	5.7%
Georgina	44,500	70,700	1.9%
King	20,300	35,100	2.2%
Markham	272,500	423,500	1.8%
Newmarket	77,400	97,300	0.9%
Richmond Hill	169,500	242,800	1.5%
Vaughan	248,800	418,800	2.1%
Whitchurch-Stouffville	25,400	60,800	3.6%
York Region	929,900	1,507,400	2.0%

Source: York Region Planning and Development Services Department, 2009

YORK REGION IN THE GTA

York Region's rapid population growth is due, in part, to its proximity to Toronto. Benefiting from a strong transportation network, high quality of life, vibrant diversified economy and available serviced land, York Region has become a major growth area in the Greater Toronto Area (GTA).

As of December 31, 2007, the GTA's population was estimated at 5.97 million people. York Region's proportion of the total GTA population was 16.5%, the third most populated municipality in the GTA.

DEMOGRAPHICS

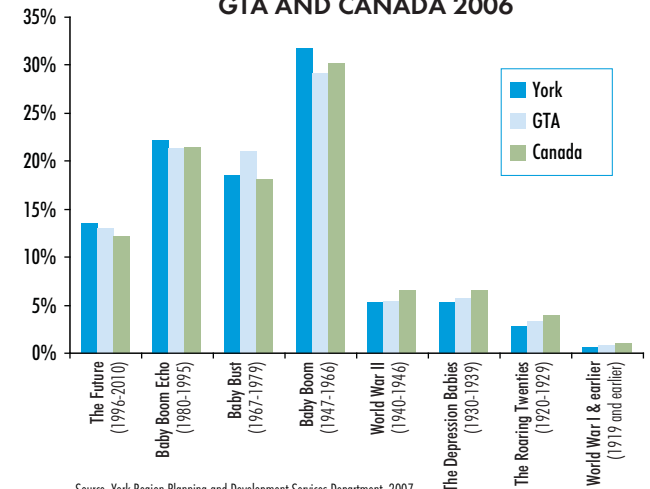
As the Region's population continues to grow, the age, social and ethnic composition in York Region will continue to diversify.

AGE COMPOSITION

Population numbers for 2006 show that relative to the GTA and Canada, York Region has a "younger" population. (Source: York Region Planning and Development Services Department, 2007)

LINGUISTIC DIVERSITY Over 65 languages spoken (Source: Statistics Canada, Census 2006)

AGE GROUPS FOR YORK REGION, GTA AND CANADA 2006



Source: York Region Planning and Development Services Department, 2007

LABOUR MARKET CONDITIONS

EMPLOYMENT & UNEMPLOYMENT

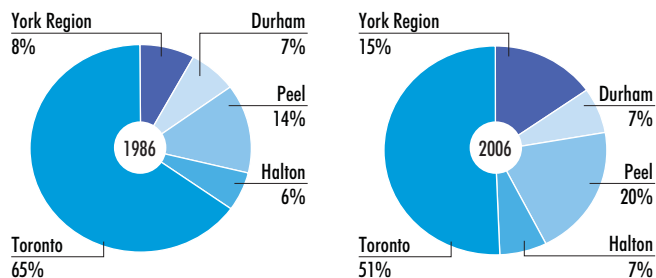
York Region's employment growth has historically been very strong with increases averaging 4.8% since 1996. Ontario's year-end unemployment rate in 2007 was 5.7%. Despite fluctuations within the year, this is the third year-end with the same unemployment rate. Both Toronto and the GTA's unemployment rates were slightly higher than the previous year-end, increasing from 7.1% and 6.0% in 2006 to 7.2% and 6.1%, respectively, in 2007.

York Region's unemployment rate in December 2007 was approximately 5.1%. This low unemployment rate (compared to the unemployment rates cited above) is an indication of a strong and diverse economy..

EMPLOYMENT GROWTH

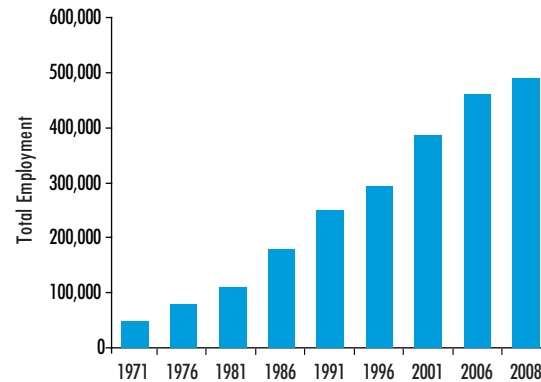
An indication of York Region's rapidly expanding economy is employment growth which has outpaced population growth since 1971. As the Region's employment increased, its share of the GTA's employment also increased.

YORK REGION SHARE OF GTA EMPLOYMENT



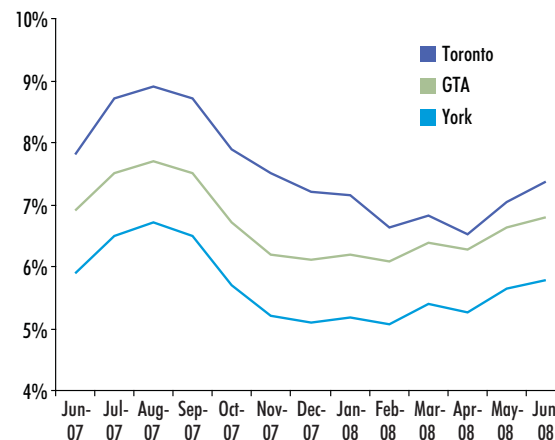
Source: Statistics Canada, 1986 Census Data and 2006 Census Data.

YORK REGION HISTORICAL EMPLOYMENT



Source: York Region Planning and Development Services Department, 2009

UNEMPLOYMENT RATES JUNE 2007 - 2008



Source: York Region Planning and Development Services Department, 2007.

Note: Based on unadjusted 3-month moving averages; York Region unemployment figures are estimates.

EMPLOYMENT SECTORS

The fastest-growing industries between 2007 and 2008 in York Region were in the service-producing sector with the strongest growth in finance and insurance. Increases in retail trade and personal services can be attributed to the increased demands of a rapidly expanding population.

York Region Employment by Industry 2007 – 2008

Industry Sector	2007	2008	% Growth 07-08	2008 % Total
Transportation / Warehousing	16,100	13,300	1.5%	3.0%
Education	19,200	19,200	0.3%	4.4%
Health Care and Social Assistance	25,100	26,800	7.0%	6.1%
Construction	25,700	27,600	7.3%	6.3%
Finance, Insurance, Real Estate, Leasing	24,400	30,200	23.9%	6.9%
Wholesale Trade	31,700	32,200	1.6%	7.3%
Retail Trade	54,500	57,900	6.3%	13.2%
Personal Services	62,200	64,100	3.0%	14.6%
Business Services	67,300	67,900	0.8%	15.4%
Manufacturing	86,500	83,300	-3.8%	18.9%
Other	13,400	14,300	6.7%	3.3%
Total	426,000	439,800	3.2%	100%

Source: York Region Planning and Development Services, 2008

MARKET ANALYSIS

NUMBER OF BUSINESS ENTERPRISES

As of mid-year 2008, there were approximately 29,500 businesses in York Region. (York Region Employment and Industry Report 2008)

INDUSTRY CLUSTERS

York Region has a diverse economic base characterized by a wide variety of industry sectors and enterprise sizes. An analysis of the Region's employment and company concentration reveals that there are established or emergent clusters of companies in the following industries:

- ▶ Information technology
- ▶ Biotechnology
- ▶ Automotive parts
- ▶ Business services
- ▶ Furniture
- ▶ Materials (rubber, plastics non-metallic, aggregates)

Source: York Region Planning and Development Services



Top 20 Employers

	Name	Location	# of Employees	Industry Description
1	Magna International Inc.	York Region	9,600*	Manufacturer of automotive components & systems
2	IBM Canada Ltd.	Markham	7,050	Computer systems design & related services
3	Amex Canada Inc.	Markham	4,100	Management consulting services
4	Canada's Wonderland	Vaughan	3,650**	Amusement & theme parks
5	AMD Technologies Inc.	Markham	2,200	Computer & peripheral equipment manufacturing
6	CGI Information Systems & Management Consultants Inc.	Markham	2,050	Independent adjusters for insurance claims
7	United Parcel Service Ltd.	Vaughan	1,900	Courier services
8	The Miller Group	Markham	1,700**	Road construction engineering services, paving & manufacture asphalt
9	Royal Group Inc.	Vaughan	1,600	Manufactures polymer-based home improvement, consumer & construction products
10	Con Drain Co. (1983) Ltd.	Vaughan	1,350	Water and sewer line & related structures construction
11	TD Waterhouse Inc.	Markham	1,350	Banking
12	Quebecor World	Aurora, Richmond Hill, Vaughan	1,050	Printing
13	State Farm Insurance	Aurora	1,050	Insurance agencies & brokerages
14	Allied International Credit	Newmarket	1,050	Collection agencies
15	Ganz	Vaughan	1,000	Distribution centre for giftware & accessories
16	Canadian National Railways	Vaughan	950	Rail transportation
17	Adastra Corporation	Markham	900	Computer systems design & related services
18	Compugen Inc.	Richmond Hill	850	Computer systems design & related services
19	Showbiz Marketing	Vaughan	800	Advertising agencies
20	Allstate Insurance	Markham	750	Insurance agencies & brokerages

*Includes employees of subsidiary companies located in York Region.

**Includes seasonal employees.

Source: York Region Planning and Development Services, 2008

CONSUMER ANALYSIS

HOUSEHOLD INCOME

42% of York Region families report incomes of greater than \$100,000. The Region's average household income is \$128,489 which is 30% higher than the National average, and the highest in the Greater Toronto Area (GTA).

Household Income

Region	Households with Income greater than \$100K	Average Household Income
City of Toronto	26%	\$87,823
Ontario	23%	\$88,645
Durham Region	35%	\$100,729
Peel Region	33%	\$102,234
Halton Region	41%	\$125,871
York Region	42%	\$128,489

Source: FP Markets - Canadian Demographics 2009

HOUSEHOLD EXPENDITURES

The average household in York Region spends \$113,324 which is more money than anyone in the GTA or Ontario. The majority of spending is on Taxes/Securities, followed by Shelter, and Transportation.

Average Household Expenditures: Regional Comparison

Region	Average Household Expenditures
City of Toronto	\$81,441
Ontario	\$82,814
Durham Region	\$92,686
Peel Region	\$93,561
Halton Region	\$111,023
York Region	\$113,324

Source: FP Markets - Canadian Demographics 2009

Average Household Expenditures

Expenditure	Average Household Expenditure	% of Total
Food	\$10,605	9%
Shelter	\$21,653	19%
Clothing	\$4,501	4%
Transportation	\$13,640	12%
Health & Personal Care	\$3,901	3%
Recreation / Reading / Education	\$10,274	9%
Taxes & Securities	\$35,022	31%
Other	\$13,728	12%
York Region	\$113,324	100%

Source: FP Markets - Canadian Demographics 2009



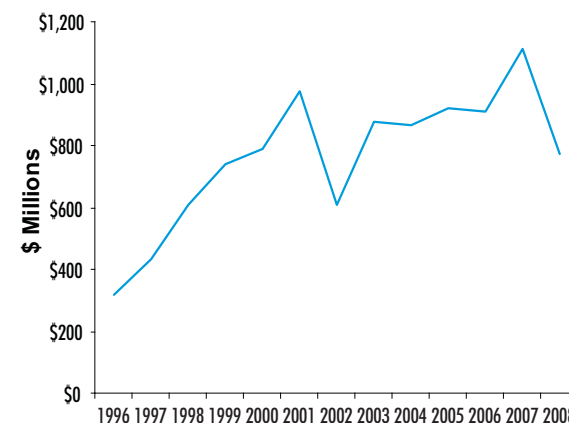
BUILDING ACTIVITY

The total estimated value of construction for York Region in 2007 was \$3.50 billion. This value represented a 12% increase from 2006. In 2008, the total estimated value of construction for York Region was \$2.80 billion, a 20.1% decrease from 2007's record-breaking year.

Historically, trends in industrial, commercial and institutional (ICI) values have remained fairly consistent. Notable exceptions occur in 2002 and 2008, where economic slowdown caused ICI values to decrease; however, since 1996 the annual value of total ICI construction has more than doubled – from \$316 million to \$770 million in 2008. This increase reaffirms York Region's strong industrial, commercial, and institutional performance, and indicates that construction in York Region is becoming more diversified. In the long run, this will stimulate increased job creation and ultimately, employment growth in York Region.

To help gauge the level of York Region's construction activity against the rest of Canada, a comparison was conducted to determine the ten Canadian municipalities with the highest value of construction for 2008. When considering the total value of construction, York Region ranked fourth among these Canadian municipalities with a value of \$2.8 billion.

VALUE OF ICI CONSTRUCTION (1996-2008)



Source: York Region Planning and Development Services Department, 2009

Cross Canada Comparison 2008: Values of Total Construction (\$000s)

Rank	Municipality	Total Value
1	City of Toronto	\$5,720,398
2	Greater Vancouver Regional District	\$5,578,940
3	City of Calgary	\$3,955,194
4	York Region	\$2,801,370
5	City of Edmonton	\$2,159,666
6	Peel Region	\$2,071,465
7	City of Montréal	\$1,769,189
8	Halton Region	\$1,700,200
9	City of Ottawa	\$1,698,831
10	City of Québec	\$1,559,504

Source: York Region Planning and Development Services, 2009

RESIDENTIAL PROPERTY MARKET

According to The Canada Mortgage and Housing Corporation (CMHC), the GTA's resale market will continue to moderate in 2009 after peaking in the middle of 2007. CMHC has forecasted that while average residential prices will continue to increase in 2009, the number of resales will decrease, yet still remain near record numbers.

According to the Toronto Real Estate Board's Market Watch Report, the number of residential resales in York Region during 2008 totalled 13,065 units. This represents a decrease of 22.2% from 2007. The total value of all residential resales in 2008 was approximately \$5.7 billion – a decrease from 2007's \$7.0 billion.

Total Number of Resales and Average Selling Price of Single Detached Dwellings by Local Municipality 2006 – 2008

	Sales			Average Price		
	2006	2007	2008	2006	2007	2008
Aurora	548	555	440	\$485,136	\$485,660	\$508,790
East Gwillimbury	292	247	200	\$387,268	\$393,867	\$421,084
Georgina	853	889	649	\$251,663	\$267,813	\$276,505
King	252	247	161	\$638,694	\$676,712	\$703,008
Markham	2,650	2,955	2,220	\$459,534	\$488,131	\$517,765
Newmarket	786	869	685	\$375,197	\$389,153	\$395,397
Richmond Hill	2,142	2,478	1,754	\$518,862	\$547,570	\$582,302
Vaughan	1,808	2,003	1,601	\$493,212	\$523,616	\$549,195
Whitchurch-Stouffville	345	413	336	\$485,239	\$501,359	\$514,654
Total York Region	9,676	10,656	8,046	\$458,636	\$484,741	\$508,892

Source: Toronto Real Estate Board, Market Watch, 2008

RESIDENTIAL BUILDING

Residential building activity continues to be the dominant construction type in the market, accounting for 72.5% of the Region's total value of construction. A total of 9,184 units were started in 2008 and 9,021 houses completed by the end of 2008.

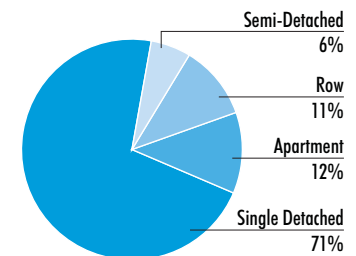
DIVERSITY OF HOUSING SUPPLY

One of the Region's key goals is to encourage the further diversification of its housing stock to ensure that the needs of the Region's workers and residents are met. Although the Region's housing stock is comprised primarily of single detached dwellings, the stock has become increasingly diversified over time. In 1991, the proportion of single detached dwellings in York Region's housing stock was approximately 80%. By 1998, that number had declined to 76%, and in 2008, this has been reduced to 71%. The remaining housing stock in 2008 was comprised of 6% semi-detached units, 11% row house units, and 12% apartment units.

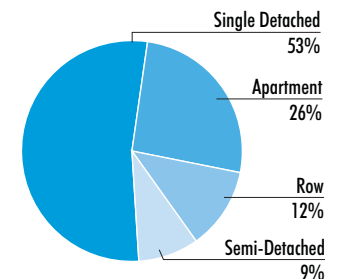
The composition of the housing types started each year provides a glimpse into the future of York Region's housing stock. In 2008, the proportion of single detached units started is lower than the proportion that exists within the total current housing stock, at 53%. This trend is expected to continue into the future, causing the proportion of multiple unit dwellings in the Region's total housing stock to increase. This is seen as a positive change, as a balanced ratio between single detached and multiple unit dwellings helps increase housing diversity.



MIX OF TOTAL HOUSING STOCK IN YORK REGION IN 2008



MIX OF HOUSING STARTS IN YORK REGION IN 2008



Source: York Region Planning and Development Services, 2009

UNIQUE OPPORTUNITIES IN EACH OF OUR MUNICIPALITIES

THE REGIONAL MUNICIPALITY OF YORK IS A CONFEDERATION OF NINE MUNICIPALITIES: AURORA, EAST GWILLIMBURY, GEORGINA, KING, MARKHAM, NEWMARKET, RICHMOND HILL, VAUGHAN AND WHITCHURCH-STOUFFVILLE

The **TOWN OF AURORA** has a population of 51,000 and has over 1,300 businesses, including the corporate head offices of State Farm Insurance and Magna International. New York Times described Aurora as a hip, upscale, well-educated town, in a recent article. With 36% of the population having a university degree, Aurora is well above the Ontario average. Aurora offers all the advantages of an urban centre while maintaining its small town atmosphere. The Town is strategically located within York Region and the GTA, with transportation connections directly to Highways 404 and 400, providing easy access to Highways 407 and 401. Aurora is fully serviced by York Region Transit, Viva and GO Transit. For more information, visit: www.e-aurora.ca.

The **TOWN OF EAST GWILLIMBURY** is a designated growth municipality in Northern York Region, with the projected population increasing from 23,000 to 88,000 people by 2031. With respect to employment, both the Town and Region's growth management work is projecting significant increases in employment growth, with East Gwillimbury experiencing the highest rate of increase in York Region. It is the Town's strategic objective to achieve a 50% activity rate, targeting one job for every two residents by 2031 by capitalizing on the development of the Town's Employment Corridors. The Town has excellent access to Highway 404 with extensive public transit, including GO Transit commuter trains and buses, as well as York Region and VIVA Transit. For more information, visit: www.eastgwillimbury.ca.

The **TOWN OF GEORGINA** is located approximately one hour north of Toronto, on the south shore of Lake Simcoe. It is composed of three communities including Keswick, Sutton and Pefferlaw, with a population close to 47,000. Within the Town the majority of growth and development is occurring in the southern most community of Keswick. Within Keswick, a significant portion of the lands abutting the west side of Woodbine Avenue are designated Commercial/Employment Area. The retail and commercial area, as well as the Keswick Business Park are in the early stages of development along the busy corridor of Woodbine Avenue (25,000 cars/day). For more information, visit: www.town.georgina.on.ca.

The **TOWNSHIP OF KING** has a population surpassing 20,000 and is the location of choice for a diverse mix of businesses including the corporate head office of The Clublink Corporation, LGL Environmental Research Associates, BC Instruments, Showa Canada and the King Brewery. King is a destination boasting Olympic Medal winning internationally recognized equestrian farm operations and the Holland Marsh, known as Ontario's vegetable basket. Elite conference and meeting facilities include Eaton Hall (the former Eaton Estate) at Seneca College, The Kingbridge Centre "a one of a kind meeting facility and learning laboratory" and the YMCA's Cedar Glen Conference Centre. King also responds to today's business world with six world-class golf courses. For more information, visit: www.king.ca.

The **TOWN OF MARKHAM**, strategically located in the heart of the GTA, is one of the fastest growing municipalities in Ontario with more than 295,000 people, over 400 corporate offices, and over 900 high technology and life science companies. The industries within these two sectors generate a total employment of over 31,000 that makes up a quarter of the total employment of 137,000. High quality facilities, a highly educated and diverse workforce and a pro-business environment signify the many attributes that continue to attract world-renowned corporations to Markham. Some of Markham's world renowned corporations include IBM Canada, AMD, American Express, Motorola, Honeywell, Sun Microsystems, Philips Electronics, and Johnson and Johnson. For more information, visit: www.markham.ca.

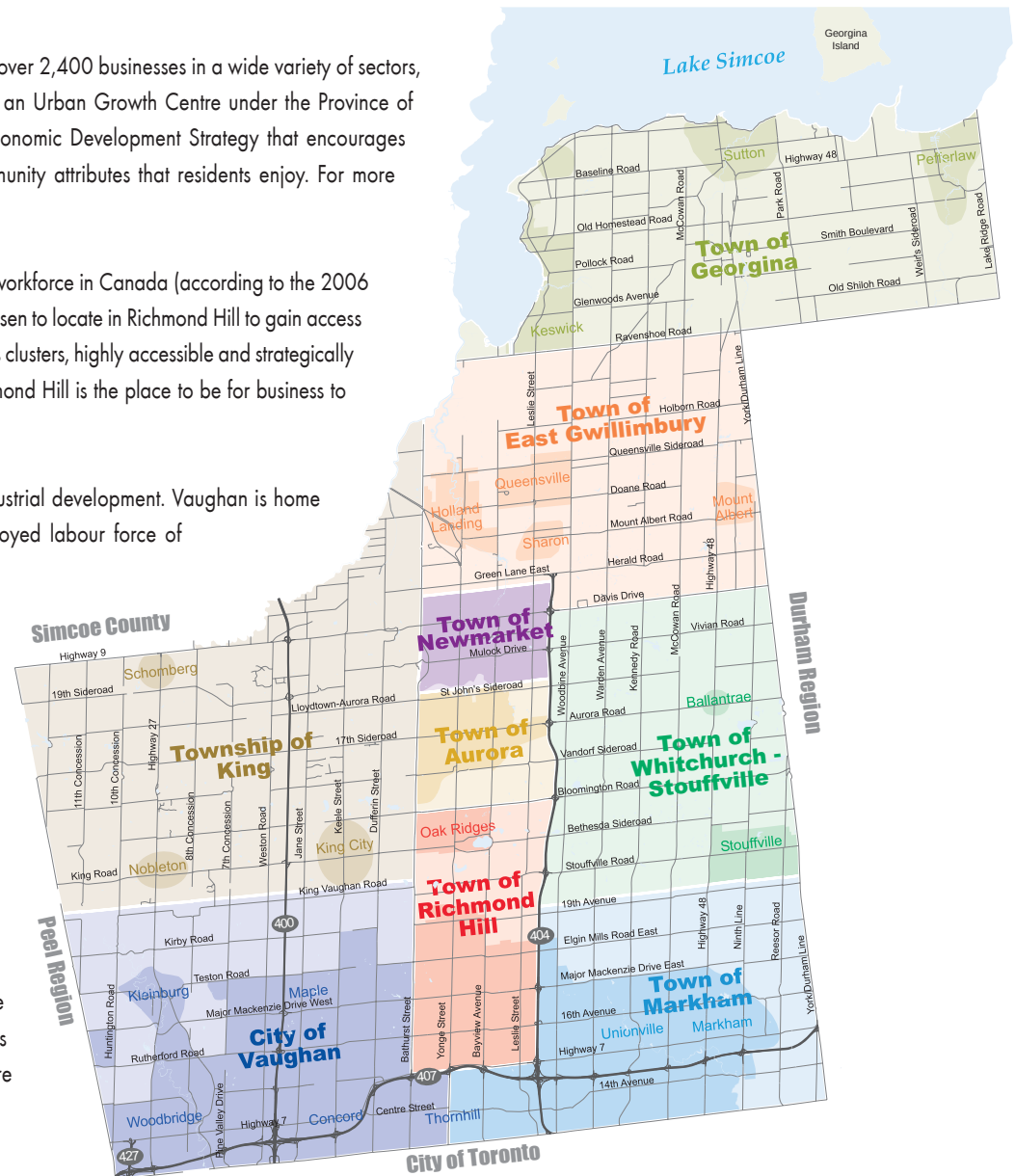


The **TOWN OF NEWMARKET** is a growing and dynamic community of 80,000 residents. It is home to over 2,400 businesses in a wide variety of sectors, with health care and business services exhibiting the highest growth rates. Newmarket is designated an Urban Growth Centre under the Province of Ontario's Places to Grow plan and as such, the Town has implemented a new Official Plan and Economic Development Strategy that encourages intensification and redevelopment along major corridors while retaining the quality of life and community attributes that residents enjoy. For more information, visit: www.newmarket.ca.

The **TOWN OF RICHMOND HILL** is centrally located within the GTA and is home to the most educated workforce in Canada (according to the 2006 Canadian Census). Over 5000 companies, including many major corporations and head offices have chosen to locate in Richmond Hill to gain access to these quality employees. With strong ICT, Life Science and Professional, Scientific and Technical Services clusters, highly accessible and strategically located employment areas, an excellent transportation infrastructure and a high standard of living, Richmond Hill is the place to be for business to succeed. For more information, visit: www.richmondhill.ca.

The **CITY OF VAUGHAN** has been one of the most active markets in the GTA in commercial and industrial development. Vaughan is home to more than 9,000 businesses. With an estimated resident labour force of 132,000 and an employed labour force of 162,000, Vaughan is a net importer of jobs. The key economic sectors are plastics, automotive parts, metal and machinery fabrication, construction trades, food and beverage, and furniture and fixtures manufacturing. Vaughan's success in attracting and retaining businesses may be attributed to a number of factors: central location within the GTA, highway accessibility, proximity to Pearson International Airport, competitive taxes, availability of greenfield sites and functional, efficient buildings. For more information, visit: www.vaughan.ca.

The **TOWN OF WHITCHURCH-STOUFFVILLE** was named an Ontario Top Ten Investment Town in 2008, and featured in Toronto Real Estate Board's Insight publication. Recognized as an area of strong planned growth, Whitchurch-Stouffville is home to a diverse, highly skilled workforce, thriving culture, green space, and a municipal commitment to business. Located adjacent to Provincial Highway 404, the Town is within 30 minutes of Downtown Toronto and Pearson International Airport. GO Transit and York Regional Transit service the community. Greenfield employment land sites are available in the Communities of Stouffville and Gormley, offering a wide range of investment possibilities. The Town's current population of 32,000 persons is expected to exceed 53,000 persons by 2021. For more information, visit: www.townofws.com.



EXPLORE THE POTENTIAL

Business expansion into a new territory requires thorough market research, development of an entry strategy and the creation of an operational business plan. From economic and industry trends, to local tax laws and public policy issues, to site location and employment data, we would like to facilitate your decision-making by offering the information you need to make an informed decision. The York Region Economic Development team is ready to work with you on the development of your plans. Please refer to our service capabilities below, as well as some additional resources that will help you as you consider expanding to Canada and locating in York Region.

YORK REGION ECONOMIC DEVELOPMENT SERVICES

York Region's Economic Strategy team includes 35 professionals at the Regional and municipal levels who possess significant expertise in new business development.

We offer assistance in location selection services, access to federal and provincial funding programs, information services to support business investment, development of export strategies, workforce development, small business start-up consulting and tourism advertising and promotion.

York Region Economic Strategy is happy to help you access additional information:

- ▶ Provide an analysis of your industry's performance in Canada and York Region
- ▶ Organize and host a business delegation for your company
- ▶ Arrange meetings with local companies or business support services
- ▶ Visit www.york.ca/business for more information about the York Region market and our business development initiatives

CONFERENCE BOARD OF CANADA

A not-for-profit Canadian organization that conducts, publishes and disseminates research on economic trends, organizational performance and public policy issues.

www.conferenceboard.ca

INDUSTRY CANADA

The Industry Canada website, Strategis, is a comprehensive internet site that provides direct access to valuable business and consumer information resources, time saving interactive tools, and a growing number of on-line and electronic commerce services. It offers interactive applications such as customizable benchmarking tools, cost calculators, and online business planning.

www.strategis.ic.gc.ca

CANADIAN INNOVATION CENTRE

The Canadian Innovation Centre is dedicated to assisting inventors, entrepreneurs and innovative companies by looking at ideas, products, services and processes and assessing technical strength; conducts market research; evaluates commercial potential; provides product and process engineering; assists in venture planning; delivers training and educational programs.

www.innovationcentre.ca

CANADA'S COMMERCIAL INFORMATION EXCHANGE

Provides complete listings of Canadian Commercial Real Estate, refined by region.

www.icx.ca

FOR MORE INFORMATION CONTACT:

THE REGIONAL MUNICIPALITY OF YORK ECONOMIC STRATEGY OFFICE

17250 Yonge Street, 1st Floor
Newmarket, Ontario, Canada
L3Y 6Z1

TELEPHONE: 905 830 4444 ext 1503

TOLL FREE: 1 877 464 9675

FAX: 905 895 3482

EMAIL: edo@york.ca

www.york.ca

YORK REGION ECONOMIC DEVELOPMENT CONTACTS

YORK REGION

Patrick Draper, Director of Economic Strategy and Tourism

Tel: 905 830 4444 Ext. 1503

Email: patrick.draper@york.ca

www.york.ca

TOWN OF MARKHAM

Stephen Chait, Director of Economic Development

Tel: 905 475 4871

Email: schait@markham.ca

www.business.markham.ca

TOWN OF AURORA

Marnie Wraith, Economic Development Officer

Tel: 905 726 4742

Email: ecdev@e-aurora.ca

www.e-aurora.ca

TOWN OF NEWMARKET

Chris Kallio, Economic Development Officer

Tel: 905 953 5300 Ext. 2436

Email: ckallio@newmarket.ca

www.newmarket.ca

TOWN OF EAST GWILLIMBURY

Dan Stone, Director of Planning

Tel: 905 478 4282 Ext. 3806

Email: dstone@eastgwillimbury.ca

www.eastgwillimbury.ca

TOWN OF RICHMOND HILL

Brenda Osler, Coordinator Economic Development Programs

Tel: 905 771 5483

Email: bosler@richmondhill.ca

www.richmondhill.ca

TOWN OF GEORGINA

Karen Palmer, Economic Development Office

Tel: 905 476 4301 Ext. 312

Email: kpalmer@georgina.ca

www.town.georgina.on.ca

CITY OF VAUGHAN

Michael Nepinak, Director of Economic Development

Tel: 905 832 8585 Ext. 8427

Email: michael.nepinak@vaughan.ca

www.vaughan.ca

TOWNSHIP OF KING

Jamie Smyth, Economic Development Officer

Tel: 905 833 5321 Ext. 262

Email: jsmyth@king.ca

www.king.ca

TOWN OF WHITCHURCH-STOUFFVILLE

David J. Cash, CAO

Tel: 905 640 1910 Ext. 237

Email: dave.cash@townofws.com

www.townofws.com



Canadian made Rolland Enviro100 paper is manufactured from 100% post-consumer recycled fibre; is Processed Chlorine Free (PCF) and uses Biogas Energy in its production (an alternative "green energy" source produced from decomposing waste collected from landfill sites) to help reduce greenhouse gas emissions. Rolland Enviro100 saves the harvesting of mature trees; reduces solid waste that would have been dumped into landfill sites; uses 80% less water than conventional paper manufacturing and helps to reduce air and water pollution.

Updated contact information online at:

www.york.ca/Business/Economic+Development+and+Chamber+Contacts



www.york.ca





TOWN OF NEWMARKET

Anita Moore, AMCT
Town Clerk
905-953-5300, ext. 2202
amoore@newmarket.ca

FILE No. - 907



February 24, 2009

Mr. Denis Kelly, Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 1V9

Dear Mr. Kelly:

RE: Bradford By-Pass Resolution

I am writing to advise that the above referenced matter was considered by the Town of Newmarket Council at the regular meeting held on Monday, February 23, 2009.

The following recommendation was adopted:

THAT the Town of Bradford West Gwillimbury Resolution regarding the Bradford By-pass; Regional Municipality of York and the County of Simcoe be received and Council endorse the need for the by-pass, subject to all appropriate environmental assessments and comments by the Lake Simcoe Region Conservation Authority and that the appropriate authorities be so notified.

Yours sincerely,

Anita Moore
Town Clerk

AM:lm

copy: Mr. J. Koutroubis, Director of Engineering Services

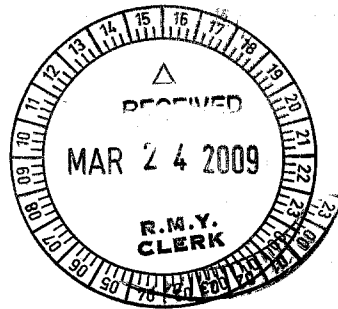


REGION OF YORK
CLERK'S OFFICE

FILE No. - EO 1

SNC-LAVALIN INC.
2200 Lake Shore Blvd. West
Toronto, Ontario
Canada M8V 1A4

Telephone: 416-252-5311
Fax: 416-231-5356



March 23, 2009

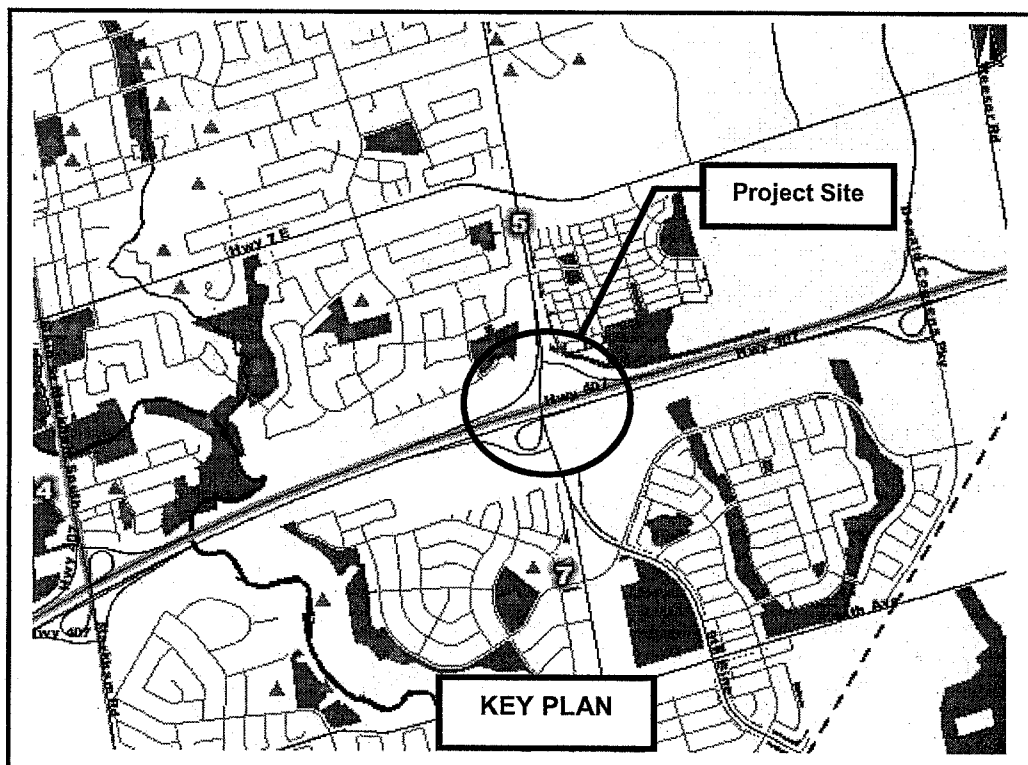
Ministry of the Environment
Environmental Assessment and Approvals Branch
Floor 12A
2 St. Clair Avenue West
Toronto, ON M4V 1L5

Attention: Ms. Agatha Garcia-Wright, A/Director

**RE 407 ETR / NINTH LINE INTERCHANGE
NORTHBOUND NINTH LINE TO WESTBOUND 407 ETR RAMP CONSTRUCTION**

Dear Ms. Garcia-Wright,

This is to advise you, and other stakeholders copied on this correspondence, of the intent of 407 ETR Concession Company Limited ("407 ETR") to enhance traffic operations in the Ninth Line corridor by adding an on-ramp from Ninth Line South to Highway 407 West ("Ramp S-W"). The location of the project is shown on the accompanying key plan.





Following is a brief chronology and rationale associated with the proposed ramp construction at this time. This summary is presented in the context of localized traffic needs in the Town of Markham; the environmental assessment that was completed by the Ministry of Transportation of Ontario ("MTO") for this section of the highway, prior to the sale of the highway to 407 ETR; and 407 ETR's obligations under the Concession and Ground Lease Agreement ("CGLA") with the Province as part of the sale of the highway.

Background

In 2003, the Town of Markham expressed interest to MTO and 407 ETR in having 407 ETR construct the following interchange ramps as part of a plan to accommodate growing transportation demands in the southeast portion of the Town, as well as improving levels of safety in the Ninth Line corridor:

1. Northbound Donald Cousens Parkway to Westbound Highway 407;
2. Northbound Donald Cousens Parkway to Eastbound Highway 407;
3. Northbound Ninth Line to Eastbound Highway 407; and
4. Northbound Ninth Line to Westbound Highway 407.

The first three improvements are not being pursued at this time and only the fourth improvement is addressed in this notification.

On Ninth Line, the Town cited the incidence of illegal U-turn movements by northbound traffic being made immediately north of the existing Highway 407 interchange to access the westbound Highway 407 ramp, in the absence of a south-to-west loop ramp. This has resulted in unsafe conditions for motorists on this segment of Ninth Line.

MTO advised the Town that 407 ETR is not obligated to build any of the requested ramps under the terms and conditions of the CGLA. Subsequently, the Town of Markham and York Region cooperatively commissioned a comprehensive *Traffic and Financial Study for Highway 407 Interchange Improvements* (IBI, May 2008), which examined the business case for improvements to a number of Highway 407 interchanges within York Region, including the Ninth Line interchange.

In July 2008, 407 ETR, having conducted an independent business case assessment for construction the four aforementioned interchange ramps, advised York Region that 407 ETR's Board of Directors had approved construction of the ramp from northbound Ninth Line to westbound Highway 407.



The Proposed Undertaking

Ninth Line is an integral part of York Region's arterial road network. The segment of Ninth Line under consideration is situated in the southeast portion of the Town of Markham and provides traffic service to relatively new, and growing, residential precincts in that part of the Town. 407 ETR proposes to construct the new Ninth Line interchange ramp (Ramp Ninth S – 407 W) in accordance with the design illustrated on the accompanying construction drawings (Drawing Numbers 0070 and 0071). The new loop ramp will provide direct connection to Highway 407 West from Ninth Line South, which should eliminate the U-turn movements on Ninth Line north of the interchange. The ramp is expected to be used by approximately 1,200 vehicles per day.

The design includes enhancements to the existing drainage system in proximity to the stormwater management pond within the loop ramp (reduced sheet flow and erosion potential), with minor modifications to the drainage pattern. A speed change lane will be added to the mainline west of the interchange, which will require minor relocation of the roadside ditch in the northwest quadrant. All highway drainage will continue to be directed to stormwater management facilities for treatment prior to discharge to receiving watercourses. Some enhancement of the interchange lighting system is also proposed, with the relocation of one luminaire and the addition of another, both in the northeast quadrant.

407 ETR proposes to construct the new ramp during the spring and summer of 2009.

CGLA and Environmental Assessment Context

The Concession and Ground Lease Agreement between Ontario and 407 ETR is based on the proposed construction scenario presented in the *Highway 407 / Transitway - Markham Road Easterly to Highway 7 East of Brock Road Environmental Assessment Report* ("EAR") (MTO, February 1997). The EA for this segment of Highway 407 (the East Partial Extension) was conducted as an Individual EA environmental assessment under the Ontario *Environmental Assessment Act* and received approval in June 1998 (Order-in-Council Number 1704/98). The project implementation proposal involved staging of interchange ramps, including initial restrictions on certain moves, with protection for and addition of those moves when traffic demands/network development warranted. In this regard, construction of the Ninth Line interchange ramps was initially limited to exclude moves from the south on Ninth Line onto Highway 407.

Although the EAR proposed deferral of the aforementioned moves, and the CGLA was consistent with that proposal, the provincial EA sought and obtained approval for "construction of **full** interchanges at Markham Road, **the 9th Line**, Markham Bypass, the Durham-York Line (Regional Road 30), and Brock Road." (emphasis added). An environmental assessment for the project was also conducted in compliance with the *Canadian Environmental Assessment Act* ("CEAA"), under the auspices of Fisheries and Oceans Canada as the federal Responsible



Authority, based on the need for federal authorities to provide approvals under the *Fisheries Act* and the *Navigable Waters Protection Act*. The associated CEAA screening decision reflected the interchange approvals sought at the provincial level.

Following purchase of the highway from the Province in 1999, 407 ETR has complied with the 1998 EA Conditions of Approval and prepared EA documentation in accordance with MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (1997, and as amended in 2000), and the *Highway 407 Act, 1998*.

Design and Construction Reports ("DCR") for the segment of Highway 407 that includes the Ninth Line interchange were prepared and filed in the Public Record in 1999, to address the original construction of the East Partial Extension, and in March 2007, to address the proposed expansion of the highway from two to three basic lanes in each direction. The designs presented in each DCR retained provisions for the moves from the south on Ninth Line to Highway 407. In this respect, the DCRs are consistent with both the original EAR and the CGLA. Consequently, the current proposal is not deemed to represent a significant design change that would require preparation of an addendum to the EAR or the DCRs within the context of the MTO Class EA and the Ontario *Environmental Assessment Act*. This proposal simply entails construction of an approved, deferred component of the interchange.

Consultation

Public and government agency consultation for the Highway 407 East Partial Extension effectively dates back to the 1950s when planning studies first identified a need for an additional traffic corridor north of Toronto, and includes the Parkway Belt West Planning process conducted in the 1970s.

More recently, consultation on the Ninth Line interchange proposals began in 1991, in association with the Highway 407 / Transitway route planning phase. At that time, there was opposition to access to the highway from the south on Ninth Line expressed by residents of the Hamlet of Box Grove (Ninth Line and Fourteenth Avenue); concerns were related primarily to the potential for more traffic to use Ninth Line, thus increasing proximity effects and reducing levels of safety in the hamlet.

Most recently, new developments in the southeast part of Markham have created growth in travel demand and corresponding changes to the municipal road network, including the desire for more direct access to Highway 407, and an increase in the incidence of the aforementioned illegal U-turn movements on Ninth Line to access Highway 407 West.

At the January 30, 2007 public information centre ("PIC") associated with the Highway 407 widening proposal in the subject area, all comments offered were supportive of the undertaking to address existing and future urban development. Comments were received from residents



Ms. Agatha Garcia-Wright
Ministry of the Environment
March 23, 2009

5

representing the Box Grove Community Association and the Legacy Community Ratepayers Association. These comments expressed the opinion that there is a need to provide for all moves at the Highway 407/Ninth Line interchange to accommodate both current and future traffic demands associated with growth in the southeast corner of Markham. PIC attendees suggested that completion of the interchanges should involve the addition of ramps to accommodate moves from the south to the west (Ramp S-W) and from the south to the east (Ramp S-E). This opinion was also expressed by the Local Councillor and the Regional Councillor who attended the PIC and represents constituents in the area in which the proposed works are located. Attendees were advised that 407 ETR is not obligated to complete the interchange, but was (at that time) in discussions with York Region regarding the preparation of a business case assessment of the ramps in question.

Between March 2006 and March 2008, 407 ETR and York Region worked cooperatively to prepare their respective business cases for construction of the Ninth Line interchange ramps. This led to the aforementioned July 2008 approval by the 407 ETR Board of Directors for construction of Ramp Ninth S – 407 W. 407 ETR has also committed to consider Regional Council's request for continuing periodic assessment of the need for completion of the full 407 ETR interchanges at Ninth Line and Donald Cousens Parkway. In summary, 407 ETR and York Region have developed a mutually productive relationship on continuing development of Highway 407 infrastructure, which is expected to continue for the foreseeable future.

Additional consultation is being provided by copy of this notice to all identified stakeholders that have expressed an interest in this matter in the recent past.

Summary and Closing

407 ETR is in agreement with advocates for the construction of Ramp Ninth Line S - Highway 407 W and intends to construct the ramp during the spring and summer of 2009. Further, 407 ETR is of the opinion that the proposed works do not constitute a significant design change, in the context of applicable environmental assessment requirements, that would necessitate preparation of an addendum to the EAR or the DCRs prepared to date. The preparation and distribution of this notice to identified stakeholders is in keeping with the intent of the MTO Class EA to consult with potentially affected stakeholders and make the most efficient use of the Class EA process. MTO has concurred with the approach adopted by 407 ETR in this matter.

We trust this notification will be satisfactory in terms of meeting any information requirements that the Ministry of the Environment may have. The notification has been prepared by SNC-Lavalin on behalf of 407 ETR. If you require clarification, please contact the undersigned.



Ms. Agatha Garcia-Wright
Ministry of the Environment
March 23, 2009

6

Yours very truly,
SNC-Lavalin Inc.

Ian K. Upjohn, MCIP, RPP
Principal Planner

cc: Greg Sones, A/Director, MOE Central Region
Paul Ruttan, Vice President Infrastructure, 407 ETR
Tibor Szekely, Manager, Strategic Highways Management Office, MTO Central Region
Barbara Brownlee, Head, Environmental Services Section, MTO Central Region
Denis Kelly, Regional Clerk, Regional Municipality of York
Paul May, Director, Infrastructure Planning Branch, Regional Municipality of York
Kimberley Kitteringham, Town Clerk, Town of Markham
Alan Brown, Director of Engineering, Town of Markham
Debbie Ming, Associate District Mgr., Burlington Area, Fisheries and Oceans Canada
Box Grove Community Association
Legacy Community Ratepayers Association

j:\331529\30-project management\37-document control\cb-communications\04-environmental\ninth line _ramp s-w\ninth line
notification letter.doc

