

2

DONALD COUSENS PARKWAY TO MORNINGSIDE AVENUE LINK PROJECT UPDATE

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report dated August 23, 2011 from the Acting Commissioner of Planning and Development Services and Commissioner of Transportation Services and the following additional recommendation:

- 2. A letter be sent to Mayor Ford and Toronto Council regarding York Region's concerns related to this site.**

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report provides an update on the amendment to the Donald Cousens Parkway to Morningside Avenue Link Individual Environmental Assessment (EA) since staff last reported to Committee in March 2010 and identifies the next steps in the process for approval of the amended EA by the Ministry of the Environment (MOE).

3. BACKGROUND

Continuous alignment recommended in the original 2005 EA was unachievable and an amendment to the EA was required

The original EA for a continuous alignment was completed and submitted to MOE for formal review in December 2005. At that time, the City of Toronto took a position opposing the continuous alignment for the Donald Cousens Parkway to Morningside Avenue Link, identifying a preference for a discontinuous (jogged) alignment alternative that had been identified and evaluated in the original EA.

In their opposition to the continuous alignment, the City of Toronto identified the need for other boundary area improvements including improvements to Steeles Avenue and cost sharing for necessary improvements, a preference for an alternative that utilizes existing road corridors that could be implemented at lower cost and a desire for additional transit improvements to address growing cross boundary travel demand. The City of Toronto also indicated that they would not be willing proponents for the continuous

alignment identified in the original EA and it will not be implemented south of Steeles Avenue.

Following submission of the original EA, the Ministry of the Environment published an EA Review in January 2008, documenting the results of their technical review of the original EA for public comment before making a final decision. The EA Review identified the outstanding issue of municipal jurisdiction and York Region's ability to implement the undertaking south of Steeles Avenue as significant. The EA Review carefully positioned the MOE to reject the original EA on this basis.

During the time period following submission of the original EA, the Region was also engaged in discussions with the City of Toronto and the MOE, with assistance from the Provincial Development Facilitator, to resolve the jurisdictional issue and move forward with a solution to provide relief to traffic congestion in the boundary area. As an outcome of the facilitated discussions, the Region and the City agreed to re-examine the alternative alignments that were considered in the original EA to better reflect the needs of each municipality. Staff reported on the status of the project in a report to Planning and Economic Development Committee on October 1, 2008 and received Council authorization to proceed with an amendment to the EA.

In March 2010, Regional Council endorsed the discontinuous alignment and authorized staff to complete the amended EA and submit it to MOE

The recommendations contained in the March 2010 report to the Planning and Economic Development Committee included the following:

- 1. The recommended alignment modified from the original 2005 EA for the Donald Cousens Parkway to Morningside Avenue road link as determined through the Amendment to the EA process and outlined in this report be endorsed.*
- 2. Staff be authorized to proceed with the public consultation and to formally submit the amended Environmental Assessment Report to the Ministry of the Environment following completion of the consultation and consideration of input received.*
- 3. A copy of this report be forwarded by the Regional Clerk to the Ministry of the Environment, Ministry of Transportation, Ministry of Public Infrastructure Renewal, Ministry of Municipal Affairs and Housing, the Provincial Development Facilitator and the Clerks at the City of Toronto, Town of Markham, Region of Durham and City of Pickering.*

The recommendations adopted by Regional Council in March 2010 authorize staff to formally submit the amended EA to the MOE once complete. This committee report is intended to provide a project update. Additional background information on the project and the rationale for recommending the discontinuous alignment for the Donald Cousens Parkway to Morningside Avenue Link is provided in the March 2010 report to Planning

and Economic Development Committee. The recommended alignment is presented in *Attachment 1*.

The project includes road improvements along Ninth Line, Steeles Avenue and the Morningside Avenue Extension

The project consists of a four-lane urban arterial roadway extension of Morningside Avenue from McNicoll Avenue north to Steeles Avenue, a widening of Steeles Avenue to a six-lane urban roadway from west of Morningside Avenue to east of 9th Line, and a widening of 9th Line to a four-lane urban roadway from Steeles Avenue to the south limit of the Box Grove Development Area. The project includes a new crossing of the Neilson Tributary and replacement of the existing Steeles Avenue crossings of the Rouge River and Morningside Tributary. Sidewalks and cycling facilities are included in the proposed roadway cross section together with new ramps at the Donald Cousens Parkway / Highway 407 Interchange to provide access onto Highway 407 from the south. A portion of the existing Box Grove Bypass and a Town of Markham arterial road within the Box Grove Planning Area have also been identified as part of the Donald Cousens Parkway Corridor.

Public Consultation Centres were held in Toronto and Markham - May 2010

Public Consultation Centres (PCCs) were held on May 11, 2010 at the Brookside Public School within the Morningside Heights Community in Toronto and on May 13, 2010 at the Rouge River Community Centre in the Box Grove area of Markham.

The purpose of the PCCs was to present and get feedback from the public on the detailed analysis and conclusions reached as part of the EA amendment process. The following information was presented at the PCCs:

- An update on the project since the original EA was submitted in December 2005;
- Additional traffic analysis carried out as part of the EA amendment process;
- An update on the significant number of transit initiatives planned for this area (included in the York Region Transportation Master Plan Update, Toronto Transit City Plan and Metrolinx Regional Transportation Plan);
- An update of the environmental conditions in the area (natural environment, existing land use, planned development, etc.);
- Comparative assessment of the alignment alternatives;
- The recommended alignment for the Donald Cousens Parkway to Morningside Avenue Link and the rationale for the selection;
- Potential effects and mitigation measures proposed;
- Next steps in the EA process and how the public and stakeholders can stay informed and involved.

The project team mailed out nearly 10,000 notices for the PCCs to property owners in the area bounded by Highway 407 to the north, Markham Road to the west, Finch Avenue to

the south and the Durham Boundary to the east. The notice was also sent to area MPPs, MPs, York Region, Markham and Toronto Councillors, government agencies, utilities, First Nations and others who attended previous PCCs or identified an interest in the study.

In addition, the PCC notice was published in the Toronto Star (Thursday May 6 and Saturday May 8, 2010), in the Scarborough Mirror (Wednesday May 5 and Friday May 7, 2010) and in the Markham Economist and Sun (Thursday May 6 and Saturday May 8, 2010). The PCC notice was also placed on the York Region website (york.ca) and the project website (DCPtoMorningsideLink.ca).

Sixty people signed the attendance registry at the May 11, 2010 PCC in Toronto and 33 signed in at the May 13, 2010 PCC in Markham. A total of 21 public comment sheets were received during and subsequent to the PCCs. The main issues identified by the public include:

- Concern with traffic infiltration through the Morningside Heights Community;
- Do not support either the continuous or discontinuous alignments;
- Noise and air quality impacts due to increased traffic;
- Potential impact to property values;
- Opposed to further development in the area;
- Roads should have been put in prior to development;
- Additional north-south routes should have been considered.

The project team has considered the public and agency input received during the EA amendment process in finalizing the detailed assessment. The issues raised have been documented and addressed in the amended EA report.

A Technical Advisory Committee has been consulted throughout

The Technical Advisory Committee that was established during the original EA was also involved throughout the EA amendment process and has been engaged in reviewing and providing input on the technical analysis and on the conclusions and recommendations of the study as they were developed. The Technical Advisory Committee included staff representation from the Town of Markham, City of Toronto, Region of Durham, Ministry of Transportation, Ministry of the Environment, CP, CN, 407ETR, Ministry of Natural Resources, Rouge Park, Toronto and Region Conservation Authority, other Provincial and Federal agencies and utilities.

In addition to Technical Advisory Committee meetings at two key milestones during the amendment to the EA process, the Technical Advisory Committee members were also provided with a copy of the draft EA for review in November 2010 and with the final EA in July 2011 for review during the formal public and agency review period.

4. ANALYSIS AND OPTIONS

The Town of Markham has endorsed the recommended alignment

Markham staff reported on the status of the Donald Cousens Parkway to Morningside Avenue Link EA to their Development Services Committee in September 2010. The recommendations adopted by Markham Council on September 21, 2010 are provided in *Attachment 2* and include endorsement of the recommended alignment identified through the EA amendment process (discontinuous alignment – Alternative C2).

In addition to endorsing the alignment, the recommendations endorsed by Markham Council also identified several other issues including the need for interim traffic signals at the Steeles Avenue and 9th Line intersection, preference for off road multi-use path instead of on-street bike lanes, the need to protect for grade separation of the CP Rail and a request to confirm the timing of implementation for the two missing Highway 407 ramps at the Donald Cousens Parkway. The issues identified by Markham and staff responses are provided in *Attachment 3*.

City of Toronto staff have been involved throughout the EA amendment

City of Toronto staff are an important member of the Technical Advisory Committee for this project. City staff attended both Technical Advisory Committee meetings during the amendment to the EA, attended the May 11, 2010 PCC in the Morningside Heights Community, provided comments on the draft EA and have been provided with a copy of the final EA for review during the formal public and agency review period.

Toronto staff have continued to identify support for the discontinuous alignment noting that the alignment recommended in the amended EA is consistent with Toronto City Council's most recent position (*Attachment 4, Toronto Council Decision Document-October 2007*).

The amended EA has been submitted to MOE

A detailed work plan was prepared for the amendment process and was approved by the Minister of the Environment on July 2, 2009 through Minister's Order MO-2009-01, authorizing the Region to amend the original EA. With the submission of the final amended EA in July 2011, the amendment process is now complete.

The draft amended EA was circulated to technical agencies for review in November 2010. Following review of the draft amended EA, the project team met with a number of key agencies and undertook additional technical design and impact assessment during the spring of 2011 to address issues, particularly related to the Steeles Avenue crossing of the Rouge River and the Morningside Tributary. The Toronto and Region Conservation Authority, Ministry of Natural Resources and Rouge Park were consulted extensively on the preliminary design of the tributary crossings to ensure potential effects on the natural

environment were mitigated and enhancements (such as improved wildlife crossing) were incorporated in the final amended EA.

The amended EA was completed and submitted to MOE in July 2011 for approval. The first step in the process following formal submission of an Individual EA is for a seven week public and agency review. The public and agency review of the amended EA runs from July 29 to September 16, 2011.

A copy of the notice of submission is included as *Attachment 5*. As with all previous notices, the project team put significant effort and expense into ensuring that the notice was widely advertised. The project team mailed out nearly 10,000 notices to property owners in the area bounded by Highway 407 to the north, Markham Road to the west, Finch Avenue to the south and the Durham Boundary to the east. The notice was also sent to area MPPs, MPs, York Region, Markham and Toronto Councillors, government agencies, utilities, First Nations and other members of the public who identified an interest in the study. The notice of submission was published in the Toronto Star (Thursday July 28 and Saturday July 30, 2011), in the Scarborough Mirror (Thursday July 28 and Friday July 29, 2011) and in the Markham Economist and Sun (Thursday July 28 and Saturday July 30, 2011). The notice of submission was also placed on the York Region website (york.ca) and the project website (DCPtoMorningsideLink.ca).

Next steps in the environmental assessment process

Following the completion of the public and agency review of the amended EA, the MOE will publish an amended EA Review before the Minister makes a final decision.

The Environmental Assessment Process Timelines (prescribed in Ontario Regulation 616/98) include a 23 week process from the end of the public and agency review of the EA to the deadline for a decision by the Minister of the Environment (end of February 2012). Given that this is an amended EA and that much of the work documented in the original 2005 EA remains valid and has already gone through government and agency review, there is an opportunity for MOE to expedite the decision process. However, past experience has shown that the timing for a final EA decision is difficult to estimate and may be much longer than the prescribed timelines.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

McCormick Rankin Corporation completed the consulting assignment for the original EA and have undertaken the amendment. There are sufficient funds in the Roads Capital Budget to complete the assignment.

6. LOCAL MUNICIPAL IMPACT

The Town of Markham has been actively involved in every aspect of the EA project. Markham staff are key members of the Technical Advisory Committee for this project and have had the opportunity to provide input on the technical analysis and on the conclusions and recommendations as they were developed.

As reported in the March 2010 project update to Committee, the first phase of development in the Box Grove Planning Area is complete and the remainder of the development is proceeding. The Box Grove Bypass was constructed in conjunction with the first phase of development, a section of which has been identified in the amended EA as part of the corridor for the Donald Cousens Parkway to Morningside Avenue Link (a 900 metre section parallel to the CP Rail line).

In conjunction with the final build-out in the Box Grove Planning Area, Markham is constructing a Town Arterial Road to address local traffic needs from the Box Grove Bypass northerly to the existing terminus of the Donald Cousens Parkway at Highway 407. This Town Arterial Road has also been identified in the EA as part of the corridor for the Donald Cousens Parkway to Morningside Avenue Link.

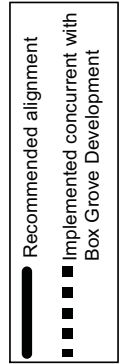
7. CONCLUSION

The amended EA for the Donald Cousens Parkway to Morningside Avenue Link has been completed and submitted to the MOE for approval. The public and agency review of the amended EA runs from July 29, 2011 to September 16, 2011. Following this, the MOE will publish an amended EA Review before the Minister makes a final decision.

Interested stakeholders can stay informed by visiting the project website at www.DCPToMorningsideLink.ca. For more information on this report, please contact Steve Mota, Program Manager-Transportation Engineering at 905-830-4444 Ext. 5056 or Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

(The five attachments referred to in this clause are attached to this report.)



DONALD COUSENS PARKWAY TO MORNINGSIDE AVENUE LINK



REGION OF YORK
CLERK'S OFFICE

FILE No. - 907

September 29, 2010



Mr. Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge St.
Newmarket, ON L3Y 6Z1

**RE: DONALD COUSENS PARKWAY
(HIGHWAY 407 TO STEELES AVENUE)
AMENDMENT TO THE ENVIRONMENTAL ASSESSMENT (5.10)**

Dear Mr. Kelly:

This will confirm that at a meeting held on September 21, 2010, Council of the Town of Markham adopted the following resolution:

- "1) That the report entitled "Donald Cousens Parkway (Highway 407 to Steeles Avenue) Amendment to the Environmental Assessment" be received; and,
- 2) That the discontinuous alignment (Alternative C2) presented by York Region at the April 13, 2010 Town of Markham Development Services Committee meeting be endorsed; and,
- 3) That the City of Toronto be requested to install interim traffic control signals at the Steeles Avenue East / Ninth Line intersection; and,
- 4) That York Region and the City of Toronto be requested to design off road multi-use paths instead of on-street bike lanes in the design phase; and,
- 5) That the City of Toronto and York Region protect for future grade separations of CP Rail crossings on both Ninth Line and Steeles Avenue; and,

.....2/

The Corporation of the Town of Markham • Clerk's Department

Anthony Roman Centre, 101 Town Centre Boulevard, Markham, ON L3R 9W3 • Tel: 905.475.4744 • Fax: 905.479.7771 • www.markham.ca

- 6) That the Ministry of Transportation Ontario and York Region be requested to confirm the timing for implementation of the outstanding Highway 407 Ramps at Donald Cousens Parkway; and further,
- 7) That Staff be authorized and directed to do all things necessary to give effect to this resolution." (Item 7 of Report No. 52)

If you have any questions, please contact Joseph Palmisano, Senior Transportation Engineer, at 905-477-7000 ext. 6200.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Kimberley Kitteringham', written over a horizontal line.

Kimberley Kitteringham
Town Clerk

Staff responses to issues raised by the Town of Markham in their council resolution dated September 21, 2010 (see Attachment 2)

- *That Toronto be requested to install interim traffic control signals at the Steeles Avenue and 9th Line intersection.*

The traffic volumes on this section of Steeles Avenue are well in excess of the practical road capacity, resulting in significant congestion and unsafe left turn conditions at the Steeles Avenue and 9th Line intersection during peak periods. The installation of interim traffic signals is certainly warranted and York Region staff have been working with Toronto to have traffic signals installed as soon as possible. Since Steeles Avenue (and its intersection with 9th Line) is under the jurisdiction of the City of Toronto, the timing for installation of traffic signals is ultimately the decision of Toronto.

The EA for the Donald Cousens Parkway to Morningside Avenue Link identifies the need for traffic signals at the Steeles Avenue and 9th Line intersection. The installation of interim traffic signals prior to road widening can proceed immediately without an EA, subject to agreement by Toronto.

- *That York Region and Toronto include off road multi-use paths instead of on-street bike lanes during the detailed design phase of the project.*

The EA has identified both on-street bike lanes and protection for a multi-use path in the boulevard, with a final decision to be made during detailed design of the project. As a follow-on to the May 27, 2010 Regional Council workshop on cycling safety, Regional staff have retained a consultant to undertake a cycling facility design review. The purpose of the review is to identify the most appropriate cycling facility type for different roadway characteristics. The results of this cycling study will be used during the detailed design phase to identify the most appropriate bike lane treatment for the Donald Cousens Parkway.

- *That York Region and Toronto protect for future grade separations of the CP Rail on both 9th Line and Steeles Avenue.*

As noted in the March 2010 report to Committee, there are a total of four at-grade road crossings of the CP Rail along the Donald Cousens Parkway to Morningside Avenue Link (three existing at 14th Avenue, 9th Line and Steeles Avenue and one proposed at the Morningside Avenue Extension). The EA has identified the need to protect for ultimate grade separations at all of these locations, with the timing of implementation to be determined in coordination with implementation of GO Rail services on the CP Havelock line and in consideration of priority setting for other grade separations within York Region and within the GTA as well as the availability of funding. The future grade separations of the CP Rail will continue to be protected through development applications, with detailed development and assessment of feasible design options to be undertaken as part of future engineering studies.

- *That the Ministry of Transportation and York Region confirm the timing for implementation of the two missing Highway 407 ramps at the Donald Cousens Parkway (to serve northbound traffic on the DCP to eastbound and westbound Highway 407).*

The existing Donald Cousens Parkway at Highway 407 includes a partial interchange to and from the north. Once the Donald Cousens Parkway to Morningside Avenue Link is completed, there will be growing traffic demand at this interchange seeking freeway access from the south. The additional ramps that will be required were not included in the EA for Highway 407. In order to avoid having to do a separate EA for completion of this partial interchange, the missing ramps have been included in the EA for the Donald Cousens Parkway to Morningside Avenue Link.

On February 21, 2008, Regional Council adopted the following recommendations regarding Highway 407 Interchange Improvements in Markham (Report No. 2 of the Planning and Economic Development Committee, February 6, 2008):

1. *Regional Council endorse the traffic and financial analysis (February 2008 Council Attachment 1) for new ramps at the 9th Line and Donald Cousens Parkway interchanges with Highway 407.*
2. *The Regional Chair and Chief Administrative Officer be authorized to present the business case to 407ETR (the Highway 407 Concessionaire) for improvements to the 9th Line and Donald Cousens Parkway interchanges with Highway 407 and to finalize an agreement with 407ETR.*

As an outcome of the February 2008 Council direction and follow-on efforts by the Regional Chair and Chief Administrative Officer, the 407 ETR agreed (in a letter to the Regional Chair dated July 8, 2008) to the construction of a new loop ramp from northbound 9th Line to westbound Highway 407.

In their July 8, 2008 letter, the 407 ETR also advised that the demand did not, at that time, support a business case to construct the additional ramps from northbound 9th Line to eastbound Highway 407 and from northbound Donald Cousens Parkway to east and westbound Highway 407. However, the 407 ETR did agree to continue working with the Region to monitor the issue and to move forward with the additional ramps when there is sufficient demand to support a business case. This issue will be reported further to Council as conditions evolve.

Public Works and Infrastructure Committee Meeting 9

PW9.1	AMENDED			Ward: 42
-------	---------	--	--	----------

Markham By-pass - Morningside Avenue: Individual Environmental Assessment**City Council Decision**

City Council on October 22 and 23, 2007, adopted the following motions:

- A. City Council adopt the following position regarding the Markham By-pass – Morningside Avenue Link:
 1. City Council does not support the project being divided into three sections as proposed by the Provincial Development Facilitator;
 2. City Council will only support the releasing of Section 1, between Highway 407 and 9th Line, conditional upon:
 - a. York Region supporting the City's preferred alternative west of 9th Line, via 9th Line, Steeles Avenue and the new alignment of Morningside Avenue; and
 - b. York Region agreeing to evenly share with the City all costs related to improving and maintaining Steeles Avenue across the entire length of our boundary;
 3. City Council direct City Planning Division to secure the Morningside Avenue 36-metre right-of-way between Passmore Avenue and Steeles Avenue as part of the Plan of Subdivision process when processing development applications by Manulife Insurance Company and Tap-Steele Investment Ltd. in the Tapscott Employment District;
 4. **Steeles Avenue East between 9th Line and Markham Road be widened to four lanes, instead of the two lanes initially approved by City Council on June 14, 15 and 16, 2005, conditional upon York Region supporting the City's preferred alternative west of 9th Line, via 9th Line, Steeles Avenue and the new alignment of Morningside Avenue;**
 5. any bridges on Steeles Avenue East between 9th Line and Markham Road when reconstructed be widened to accommodate six lanes; **and**
 6. **City Council approve the installation of "No Left Turn" signs for the morning rush hour and "No Right Turn" signs for the evening rush hour at the intersections (i.e. Staines Road and Tapscott Road) located between 9th Line and Markham Road.**
- B. City Council request the Provincial Government, the Greater Toronto Transportation Authority, the Regional Municipalities of Durham and York, and the Town of Markham to consider the building of a GO line on the CP Havelock rail line, that runs north-east through the Morningside Heights community, east Markham, on towards the future town of Seaton, North Pickering, Uxbridge and Peterborough, in order to address the issue of transit grid-lock.
- C. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

THE REGIONAL MUNICIPALITY OF YORK

Transportation Improvements Donald Cousens Parkway to Morningside Avenue Link

NOTICE OF SUBMISSION OF AMENDED ENVIRONMENTAL ASSESSMENT REPORT

In 2002, The Regional Municipality of York (York Region) initiated an Individual Environmental Assessment for the Markham Bypass Corridor South of Highway 407 (now referred to as the Donald Cousens Parkway to Morningside Avenue Link EA or the EA). The original EA Report was completed and submitted to the Ministry of the Environment for formal review in December 2005.

Since that time, York Region has been working to address outstanding boundary area transportation issues which have implications for this project. The Minister of the Environment agreed to permit the EA to be amended to address these issues.

The amended EA has been completed and is being submitted to the Ministry of the Environment for formal review as required under the Ontario *Environmental Assessment Act*. The EA is being submitted in accordance with section 6.1(2) of the *Environmental Assessment Act*, the approved Terms of Reference for the project and pursuant to the Minister of the Environment's Order MO-2009-001.

The project consists of a four-lane urban arterial roadway extension of Morningside Avenue from McNicoll Avenue north to Steeles Avenue, a widening of Steeles Avenue to a six-lane urban roadway from east of Tapscott Road to east of 9th Line, and a widening of 9th Line to a four-lane urban roadway from Steeles Avenue to the south limit of the Box Grove Development Area. The project includes a new crossing of the Neilson Tributary and replacement of the existing Steeles Avenue crossings of the Rouge River and Morningside Tributary. Sidewalks and cycling facilities are included in the proposed roadway cross section together with new ramps at the Donald Cousens Parkway / Highway 407 Interchange to provide access onto Highway 407 from the south. A portion of the existing Box Grove Bypass and a Town of Markham arterial road within the Box Grove Planning Area have also been identified as part of the Donald Cousens Parkway Corridor.

The amended EA Report will be available for public review from July 29 to September 16, 2011 online at www.york.ca (under News and Information) or during normal business hours at the following locations:

Location	Address	Phone Number
Ministry of the Environment Environmental Assessment & Approvals Branch	2 St. Clair Avenue West, Floor 12A Toronto, ON M4V 1L5	(416) 314-8001
Ministry of the Environment Central Region Office	5775 Yonge Street, 8th Floor North York, ON M2M 4J1	(416) 326-6700
The Regional Municipality of York Office of the Regional Clerk	17250 Yonge Street, 4th Floor Newmarket, ON L3Y 6Z1	1-877-464-9675 ext. 1320
Town of Markham Office of the Town Clerk	101 Town Centre Boulevard Markham, ON L3R 9W3	(905) 475-4744
City of Toronto, Scarborough Civic Centre, Clerk's Department	150 Borough Drive Toronto, ON M1P 4N7	416-396-7288

Anyone wishing to make comments regarding the amended EA must submit comments in writing and/or by fax to the Ministry of the Environment by **September 16, 2011**. All comments must be addressed to:

Mr. Gavin Battarino, Project Officer
Environmental Assessment & Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5
Phone: (416) 314-8214
Fax: (416) 314-8452

A copy of all comments will be forwarded to York Region. If you have any questions, please contact:

Mr. Steve Mota, Program Manager
The Regional Municipality of York
Planning and Development Services Department
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1 (877) 464-9675 ext. 5056
Email: steve.mota@york.ca

Under provincial privacy legislation and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and can be released, if requested, to any person.

This notice first published Thursday July 28, 2011.

