



# Highway 407 East

## 407 East Advisory Committee (EAC) Meeting #12

### Agenda

Thursday June 12, 2014

9:30 a.m. – 11:30 a.m.

Regional Municipality of Durham, Regional Headquarters  
605 Rossland Rd. E, Whitby, ON  
Meeting Room I-B

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#### Purpose:

- a) Confirm approval of the 407 EAC meeting #11 minutes;
- b) Provide the 407 EAC members with an update on Phase 1 implementation;
- c) Provide the 407 EAC members with an update on Phase 2 procurement; and
- d) Provide an opportunity for Questions and Answers.

**9:30 a.m.      1. Opening remarks, purpose of the meeting and agenda review**  
Peter Verok, MTO Regional Director, Central Region

**9:40 a.m.      2. Confirm approval of Minutes from 407 EAC meeting #11**  
Calvin Curtis / All

**9:45 a.m.      3. Update on Phase 1 implementation**  
Calvin Curtis and Darlene Proudfoot

**10:15 a.m.     5. Questions and Answers**  
Calvin Curtis / All

**10:25 a.m.     6. Break**

**10:35 a.m.     7. Update on Phase 2 procurement**  
Faisal Khan and Darlene Proudfoot

**11:00 a.m.     9. Questions and Answers**  
Faisal Khan / All

**11:10 a.m.     10. Other business, next meeting and adjourn**  
Calvin Curtis

**Highway 407 East – 407 East Advisory Committee (407 EAC)  
Minutes of Meeting #12**

**Date:** Thursday, June 12, 2014; 9:30 a.m. – 11:30 a.m.

**Location:** Meeting Room: I-B, Regional Municipality of Durham, Regional Headquarters, Whitby

**Present:**     **Project Team:**     Peter Verok (MTO, Regional Director, Central Region)  
Peter Chackeris (MTO, Manger, MPO)  
Calvin Curtis (MTO, Head Phase 1, Planning and Engineering, MPO)  
Darlene Proudfoot (MTO, Senior Environmental Planner, MPO)  
Diane Naluzny (MTO, Communications Specialist, MPO)  
Lisa Josephson (PARSONS, 407 Owner's Engineer, EAC Coordinator)

**Members:**     Dan Orr, observer (MOE, Manager, Technical Support)  
Janet Mosher, alternate for Cliff Curtis (Regional Municipality of Durham, Project Manager, Transportation Design)  
Greg Hardy, alternate for Suzanne Beale (Town of Whitby, Manager, Engineering Services)  
Mike May (Town of Whitby, Project Engineer)  
Jeff Brooks (City of Pickering, Manager of Policy and Geomatics)  
Tony Cannella (Municipality of Clarington, Director, Engineering Services)  
Hubert Ng (Town of Ajax, Senior Transportation Planner)  
Perry Sisson (CLOCA, Director, Engineering and Field Operations)  
Beth Williston (TRCA, Manager of Environmental Assessment Planning)

**CC:**           **Project Team:**     Faisal Khan (MTO, Head Phase 2, Planning and Engineering, MPO)  
Pauline Van Roon (MTO, Senior Project Engineer, MPO)  
Chris Brown (MTO, Senior Environmental Planner, MPO)

**Members:**     Cliff Curtis (Regional Municipality of Durham, Commissioner of Works)  
Darla Cameron (CEAA, Section Lead)  
Paul Heeney (Ministry of Natural Resources and Forestry, District Manager)  
Gary Carroll (City of Oshawa, Director, Engineering Services)  
Gary Cooper (DFO, Fisheries Protection Biologist)  
Greg Wells (GRCA, Manager, Planning & Regulations)  
Rob Dobos (Environment Canada, Manager, Environmental Assessment Section)  
Suzanne Beale (Town of Whitby, Commissioner of Public Works)  
Tom Farrell (Ministry of Natural Resources and Forestry, Aurora District)

**Meeting Purpose:**

The purpose of this meeting was to: confirm approval of the minutes from the 407 EAC meeting #11; provide an update on Phase 1 implementation; provide an update on Phase 2 procurement process; and provide an opportunity for questions and answers.

Hard copies of the meeting agenda and minutes from the 407 EAC meeting #11 were distributed. Discussions were led by Peter Verok, Peter Chackeris, Calvin Curtis, and Darlene Proudfoot from MTO.

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No.	Item	Action
<b>1.0</b>	<b>Opening remarks, Purpose of the Meeting and Agenda Review</b>	
1.1	– Peter Verok introduced himself to the EAC as MTO’s new Central Region Regional Director, chaired the meeting and initiated a round table of introductions.	
<b>2.0</b>	<b>Review of Action Items from 407 EAC Meeting #11 Minutes</b>	
2.1	– Peter V. reviewed the action items from meeting #11 minutes (held on November 6, 2013).	
2.1.1	<ul style="list-style-type: none"> <li>• Item 2.1.1.2: <b>Action:</b> MTO to send TRCA the roll plan showing surplus property related to Phase 1.</li> </ul>	MTO
2.1.1.1	<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ <b>Post Meeting Note:</b> MTO sent plans to TRCA July3, 2014.</li> </ul> </li> </ul>	
2.1.2	<ul style="list-style-type: none"> <li>• Item 3.1.1.1: Durham raised concerns with EDG regarding a conflict between a water main trunk line to Brooklin and a Highway 407 bridge. 407EDG who sent a geotechnical engineer out to address the issue with local repairs. Permanent installation once complete will not interfere with Durham’s ability to access the area in the future.</li> </ul>	
2.1.3	<ul style="list-style-type: none"> <li>• Item 4.1.5.1: December 16, 2013 email reply from Durham (Paul Gee) explained that the region agrees with MTO’s response, clarifying MTO has jurisdiction over one leg of the intersection.</li> </ul>	
2.1.4	<ul style="list-style-type: none"> <li>• Item 4.1.6.2: MTO has been in discussion with Whitby (Mike May) regarding the legal agreement of the transfer of Coronation Road.</li> </ul>	
2.1.5	<ul style="list-style-type: none"> <li>• Item 5.5.9.1: 407EDG provided a copy of Appendix B from the Vegetation Restoration Plan to the 407 EAC.</li> </ul>	
2.1.6	<ul style="list-style-type: none"> <li>• Item 5.5.10.1: MTO provided TRCA with archaeological reports for the Ludger Gros-Louis Site.</li> </ul>	
2.1.7	<ul style="list-style-type: none"> <li>• Item 7.4.4: Meeting scheduled for June 17 to present the findings from the Final Traffic Report.</li> </ul>	
2.2	– Minutes were accepted as final by the 407 EAC members.	
<b>3.0</b>	<b>Update on Phase 1 Implementation</b>	
3.1	– Calvin provided the EAC with an update to Phase 1 activities. The following supplements information presented in the meeting’s presentation.	
3.2	– Brock Road Interchange:	
3.2.1	<ul style="list-style-type: none"> <li>• Brock Road Interchange is not part of Phase 1 but was part of the Environmental Assessment (EA). Work on the interchange is well underway and includes the realignment of Brock Road and a new interchange at Highway 407, Brock Road and Highway 7.</li> </ul>	
3.3	– Municipal Liaison Meetings:	
3.3.1	<ul style="list-style-type: none"> <li>• Last MTAG meeting was held on May 14, 2014. Wayne Bell (MTO) is checking into Durham’s questions from that meeting and MTO or EDG will respond to the identified issues.</li> </ul>	
3.3.2	<ul style="list-style-type: none"> <li>• During the meeting, discussions were held about the legal agreements with the municipalities:</li> </ul>	
3.3.2.1	<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ Legal agreements with Durham are awaiting signature from Durham;</li> </ul> </li> </ul>	

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No.	Item	Action
3.3.2.1.1	<ul style="list-style-type: none"> <li>▪ <b>Post Meeting Note:</b> Agreements signed and were couriered to MTO on July 22, 2014.</li> </ul>	
3.3.2.2	<ul style="list-style-type: none"> <li>○ Legal agreements with Oshawa are awaiting signature from Oshawa with an anticipate execution by MTO after elections;</li> </ul>	
3.3.2.3	<ul style="list-style-type: none"> <li>○ MTO recently initiated discussions with Whitby regarding Coronation Road where MTO is going through the process with an Order in Council to transfer land to Whitby.</li> </ul>	
3.4	– Commuter Parking Lots:	
3.4.1	<ul style="list-style-type: none"> <li>• MTO is currently working on four commuter parking lots in Phase 1 at the following interchanges: Brock Road; Baldwin Street and Highway 407 East; Simcoe Street and Winchester Road East; and Dundas Street West and Halls Road. MTO is currently acquiring consultants to complete the design for the lots.</li> </ul>	
3.4.2	<ul style="list-style-type: none"> <li>• The intent is to open the parking lots at the same time as the highway, in December 2015.</li> </ul>	
3.4.3	<ul style="list-style-type: none"> <li>• Brock Road:</li> </ul>	
3.4.3.1	<ul style="list-style-type: none"> <li>○ The parking lot falls within the highway corridor but the entrance to the parking lot lies immediately outside the corridor. The road leading to the entrance will eventually be a municipal road associated with the Seaton development, presenting some challenges.</li> </ul>	
3.4.3.2	<ul style="list-style-type: none"> <li>○ Discussions are wrapping up between MTO, Pickering and Durham.</li> </ul>	
3.4.3.3	<ul style="list-style-type: none"> <li>○ The Brock Road Interchange project will undertake the underground work for the signalized intersection at the parking lot entrance and the remainder of work to be tendered for construction in 2015.</li> </ul>	
3.4.4	<ul style="list-style-type: none"> <li>• Baldwin Street at Highway 407 East will be developed in two stages.</li> </ul>	
3.4.4.1	<ul style="list-style-type: none"> <li>○ Greg H. had a concern in regards to the new road just south of the commuter parking lot. He wanted to make sure that the two signalized intersections at the road and the parking lot work together.</li> </ul>	
3.4.4.2	<ul style="list-style-type: none"> <li>○ Calvin responded that MTO will consider options to relocate the parking lot entrance further south and attempt to address Whitby’s future needs.</li> </ul>	
3.4.5	<ul style="list-style-type: none"> <li>• Simcoe Street and Winchester Road East will be developed in two stages.</li> </ul>	
3.4.5.1	<ul style="list-style-type: none"> <li>○ MTO is partnering with Durham Region. The region is carrying out the design of the entrance and MTO’s consultant is facilitating the design of parking lot’s interior.</li> </ul>	
3.4.6	<ul style="list-style-type: none"> <li>• Dundas Street West and Halls Road will be developed in two stages. Operational improvements will be required at the intersection and perhaps on Halls Road.</li> </ul>	
3.5	– Environmental Update:	
3.5.1	<ul style="list-style-type: none"> <li>• There will be one last Public Information Centre and Design and Construction Report (DCR) #6 likely this summer. If there is any design changes not previously documented, they will be incorporated in the DCR (#6).</li> </ul>	
3.5.2	<ul style="list-style-type: none"> <li>• Archaeology: Over 700 properties were investigated.</li> </ul>	
3.5.2.1	<ul style="list-style-type: none"> <li>○ Some archaeology works are being completed by MTO this year on mitigation lands.</li> </ul>	
3.5.2.2	<ul style="list-style-type: none"> <li>○ Aboriginal Consultation: MTO meets with Aboriginal groups to provide project updates. MTO’s consultant archaeologists have hired site monitors</li> </ul>	

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No.	Item	Action
	from the First Nation groups to work on Aboriginal sites.	
3.5.3	<ul style="list-style-type: none"> <li>• Community Value Plan: 407 EDG is finalizing development of the CVP. The Project Agreement gave responsibility to the consortium. 407EDG will present concepts to municipalities prior to the PIC, and after draft review by HMQ.</li> </ul>	
3.5.3.1	<ul style="list-style-type: none"> <li>○ In Pickering:           <ul style="list-style-type: none"> <li>▪ At Brock Road, an area in the commuter parking lot has been set aside for heritage commemoration. Discussions on the design of commemoration still to be determined.</li> </ul> </li> </ul>	
3.5.3.1.1		
3.5.3.1.2	<ul style="list-style-type: none"> <li>▪ At Paddock Road (East Duffins Creek), the TransCanada trail will continue along the Paddock Road bed under the bridge. There will be a Euro – Canadian commemoration related to the historical development of the hamlet of Greenwood. A cairn composed of the stones salvaged from the heritage houses may be installed at this location.</li> </ul>	
3.5.3.2	<ul style="list-style-type: none"> <li>○ In Whitby:           <ul style="list-style-type: none"> <li>▪ On the MTO lands immediately south of Almond Village, 407EDG is proposing enhanced landscaping and a cairn commemorating the historical development of the Almond Village.</li> </ul> </li> </ul>	
3.5.3.2.1		
3.5.3.2.2	<ul style="list-style-type: none"> <li>▪ The Baldwin Street bridge will include embossments related to the milling and farming nature of Brooklin and the commuter parking lot at Baldwin Street will include an installation explaining the embossments on the bridge.</li> </ul>	
3.5.3.3	<ul style="list-style-type: none"> <li>○ In Oshawa:           <ul style="list-style-type: none"> <li>▪ At Simcoe Street, aboriginal symbols reflecting the Williams Treaty First Nation will be embossed on the bridge. In addition, an area for Aboriginal commemoration has been set aside at the commuter parking lot to tie into the bridge.</li> </ul> </li> </ul>	
3.5.3.3.1		
3.5.3.3.2	<ul style="list-style-type: none"> <li>▪ At Ritson Road adjacent to the Oshawa Creek, there will be an historic commemoration based on a significant Euro-Canadian archaeological site that has been found in the vicinity of the highway.</li> </ul>	
3.5.3.4	<ul style="list-style-type: none"> <li>○ Plaques and gateways will be used at various locations throughout the corridor.</li> </ul>	
3.5.4	<ul style="list-style-type: none"> <li>• Endangered Species Act:           <ul style="list-style-type: none"> <li>○ Four permits have been received from MNR. MTO and 407EDG are in the process of satisfying conditions of each permit.</li> <li>○ MTO is working closely with conservation authorities to deal with the overall benefits related to Redside Dace. MTO has an agreement with TRCA for the works related to the East Duffins Creek and Carruthers Creek watersheds and is in the process of putting one together with CLOCA for the Lynde Creek Redside Dace watercourses.</li> <li>○ Barn Swallow structures have been built and are being used and monitored (monitoring to continue for 5 years).</li> <li>○ 407EDG will be planting habitat (cultural meadow) for Eastern Meadowlark and Bobolink.</li> </ul> </li> </ul>	
3.5.4.1		
3.5.4.2		
3.5.4.3		
3.5.4.4		

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No.	Item	Action
3.5.4.5	<ul style="list-style-type: none"> <li>○ 407EDG will be planting butternut trees on mitigation lands. MTO is working with MNR on the archiving Butternuts under the MNR program. Several butternut trees have been successfully archived and are thriving.</li> </ul>	
3.5.5	<ul style="list-style-type: none"> <li>● Vegetation Restoration Plan:</li> </ul>	
3.5.5.1	<ul style="list-style-type: none"> <li>○ 407EDG is taking an “ecological/forested/natural” approach. MTO is reviewing the Plan internally but agencies like what they’ve seen so far.</li> </ul>	
3.5.5.2	<ul style="list-style-type: none"> <li>○ Perry S. explained that the only surprise and concern to CLOCA was the amount of fill that is being generated. He had concerns for the effect of fill deposited on groundwater, drainage interference, etc. He also noted that a lot of fill was being placed on restoration sites within land normally regulated by conservation authorities because it’s associated with a flood plain or valley and is MTO okay with this.</li> </ul>	
3.5.5.3	<ul style="list-style-type: none"> <li>○ Darlene explained that 407EDG will submit and has submitted Earth Management Plans that should show where all the excess soil is going.</li> </ul>	
3.5.5.4	<ul style="list-style-type: none"> <li>○ Perry responded that he had only seen blocks and the total amount of fill and that CLOCA had concerns regarding many sites.</li> </ul>	
3.5.5.5	<ul style="list-style-type: none"> <li>○ <b>Action:</b> Darlene to follow up with 407EDG regarding fill.</li> </ul>	MTO
3.5.5.6	<ul style="list-style-type: none"> <li>○ Calvin responded that this type of comment needs to be written and submitted to 407EDG.</li> </ul>	
3.5.6	<ul style="list-style-type: none"> <li>● Conditions of Approval</li> </ul>	
3.5.6.1	<ul style="list-style-type: none"> <li>○ Condition 7 (Stormwater Management Plan): two year pilot project still underway and has been extended for another year. The project has gathered good information from last year and will continue into next year. MTO’s Head Office drainage staff is optimistic that good results and policy will come out of this project but are not yet ready to share.</li> </ul>	
3.5.6.2	<ul style="list-style-type: none"> <li>○ Condition 10 (Noise Mitigation): out of the originally eight identified sites that required site specific noise mitigation, four require mitigation. 407EDG is working on those four sites at: St. Thomas site (berm has been built and will be vegetated); 407EDG and MTO is discussing the logistics at Sideline 4; the Paddock Road site will include an enhanced vegetative area. A berm is not practical since the highway is depressed at this location. The site at 6202 County Lane will be a vegetative planting area on the south side of the highway.</li> </ul>	
3.5.6.3	<ul style="list-style-type: none"> <li>○ Condition 15 (Construction Noise, Vibration and Air Quality): 407EDG completed the required air quality monitoring reports at 2 stations. The last and final report was submitted to MTO and EDG is awaiting comments on the final report. So far, there has been one complaint related to vibration at Paddock Road. 407EDG installed a monitor during pile driving at this location.</li> </ul>	
3.5.6.4	<ul style="list-style-type: none"> <li>○ Perry S. asked if surface water will be monitored during construction.</li> </ul>	
3.5.6.5	<ul style="list-style-type: none"> <li>○ Darlene responded that yes, monitoring will take place at all Redside Dace crossings up and downstream. Once stormwater ponds are built, the ponds and the surface water will be monitored (at outlet and downstream).</li> </ul>	
3.6	– Questions and Answers	
3.6.1	<ul style="list-style-type: none"> <li>● Calvin brought up some concerns that Whitby had regarding communications with</li> </ul>	

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No.	Item	Action
3.6.2	<p>407EDG. He will be following up with them and encouraging them to resolve the concerns. Calvin also noted that concerns from public are taking up staff time. He suggests that municipalities refer as many inquiries to 407EDG since this is a fundamental component of the 407 East Phase 1 complaint protocol.</p> <ul style="list-style-type: none"> <li>• Mike M. explained that the concern from Whitby wasn't just resident phone calls but also the lack of information provided by EDG. He noted that their website is not updated regularly and that traffic and road closure information is old. He also noted that Whitby doesn't know what's going on with construction and recommends better communications requirements for Phase 2.</li> </ul>	
3.6.3	<ul style="list-style-type: none"> <li>• Greg H. noted that a specific concern regarding communication is the Anderson Street site. The construction timeline differed by a year from what was originally communicated and this caught them off guard (it still indicates an old date for completion). He continued by explaining that Anderson Street is an important road since it connects Brooklin to Whitby. At the last council meeting, council passed a resolution to send a letter to MTO specifically dealing with Anderson Street. Another letter was sent related to the resurfacing of Baldwin Street. A few streets will be closed at around the same time.</li> </ul>	
3.6.3.1	<ul style="list-style-type: none"> <li>○ Peter V. explained that resurfacing Baldwin Street should only last for a short while. MTO had discussed with Whitby the best time for this work and it was determined that August was the preferred month. Other options were examined but this was determined to be the best option.</li> </ul>	
3.6.4	<ul style="list-style-type: none"> <li>• Mike M. also explained that the region was doing some intersection modifications at Brock/Baldwin and Taunton Road, which will have an impact on lane reductions. Therefore it will be important to coordinate with the Baldwin Street resurfacing project and the region's intersection work at Brock Street and Taunton Road (stagger the projects so that they do not occur at the same time).</li> </ul>	
3.6.4.1	<ul style="list-style-type: none"> <li>○ Janet M. explained that the work at Brock Street and Taunton Road will be minor but the staging will be complex to maintain road traffic.</li> </ul>	
3.6.4.2	<ul style="list-style-type: none"> <li>○ <b>Action:</b> Durham to check on when this will happen and discuss outcome with Calvin. Went to works committee this week and is in the process of being awarded.</li> </ul>	Durham/MTO
3.6.4.2.1	<ul style="list-style-type: none"> <li>▪ <b>Post Meeting Note:</b> Janet Mosher emailed Construction Notice #1 to Whitby and MTO on June 12, 2014 with the Region's construction contact information for coordination purposes.</li> </ul>	
3.6.4.3	<ul style="list-style-type: none"> <li>○ Peter V. explained that MTO will try to minimize disruption due to the resurfacing project as best as possible. MTO takes comments to heart regarding communications and the information should go out to the community so residents know what's going on.</li> </ul>	
3.6.5	<ul style="list-style-type: none"> <li>• Greg H. asked if 407EDG provides updates to MTO and if so, how often and whether MTO provides comments.</li> </ul>	
3.6.5.1	<ul style="list-style-type: none"> <li>○ Calvin explained that 407EDG sometimes provides updates to MTO. MTO doesn't have a lot of involvement with municipal road closures and therefore, MTO receives the general notification that goes out to the municipalities and the public. However, MTO does receive updates regarding Highway 401 changes because MTO is involved in the traffic management review. MTO has less involvement with traffic management plans with regards to municipal road closures. Specifically, MTO was told</li> </ul>	

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No.	Item	Action
3.6.6 3.6.6.1 3.6.7 3.6.7.1 3.6.8 3.6.8.1 3.6.8.2 3.6.8.3	<p style="text-align: center;">that the reason for the Anderson Street delay had to do with supply of structural steel but was not provided with any more details.</p> <ul style="list-style-type: none"> <li>• Janet M. asked if the Anderson Street project will be extended by a year.               <ul style="list-style-type: none"> <li>○ Calvin responded that the closure has been extended by 11 months.</li> </ul> </li> <li>• Concerns were brought up regarding different communications regarding dates within newspapers. Whitby had approached EDG and they said that it was a typo and was still being completed within 2014. This was confirmed at a recent council meeting but found out later that this was in fact incorrect and the date would be pushed back to 2015.               <ul style="list-style-type: none"> <li>○ Peter V. expressed that this was an issue and will try to convey to EDG that they're working on MTO's behalf.</li> </ul> </li> <li>• Perry S. asked if MTO was likely to expect the same kind of fill generation in the next Phase.               <ul style="list-style-type: none"> <li>○ Calvin responded that EDG has made modifications to the PDR. Earth movement was complicated by the ability to move earth north and south along the West Durham Link corridor, specifically crossing the rail line. This created a fundamental change and more earth has been used along the corridor. EDG is importing earth at 401 interchange.</li> <li>○ Darlene also noted that MTO isn't sure if the same thing will happen in Phase 2 as this is dependent on the approach of the successful design builder.</li> <li>○ Peter C. explained that with Phase 2, the contractor will control the design elements; therefore, they will take the most economic approach, given the project requirements. He continued by noting that Phase 2 would likely be closer to balance but the area east of the East Durham Link may require more fill.</li> </ul> </li> </ul>	
<b>4.0</b>	<b>Update on Phase 2 Procurement Process</b>	
4.1 4.1.1 4.1.2 4.1.2.1 4.1.2.2 4.1.3 4.1.3.1	<ul style="list-style-type: none"> <li>– Peter C. provided an update on the Phase 2 procurement process, explaining that Faisal was unavailable to attend the meeting because he was at a Phase 2 procurement meeting. The following supplements information presented in the meeting's presentation.           <ul style="list-style-type: none"> <li>• Procurement: commercially confident meetings will occur with 3 selected potential bidders.</li> <li>• Road closures:               <ul style="list-style-type: none"> <li>○ All were previously documented in the EA or preliminary design.</li> <li>○ MTO is proceeding through the formal process via the OMB to close roads. The hearing date will occur in September. The actual closures will only take place after the Phase 2 contract has been tendered.</li> </ul> </li> <li>• Holt Road:               <ul style="list-style-type: none"> <li>○ This wasn't part of the original EA work, but at some point Darlington facility indicated that they would need to refurbish/expand and that the current interchange wouldn't meet their needs. MTO took on a cooperative effort with them and entered into agreement with a contractor to reconstruct the interchange.</li> </ul> </li> </ul> </li> </ul>	



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No.	Item	Action
4.1.3.2	<ul style="list-style-type: none"> <li>○ The construction start up meeting was June 11, 2014.</li> </ul>	
4.1.4	<ul style="list-style-type: none"> <li>● Archaeology and Heritage:</li> </ul>	
4.1.4.1	<ul style="list-style-type: none"> <li>○ Huron-Wendat First Nation group is looking for additional accommodation. MTO is in ongoing discussions with them.</li> </ul>	
4.1.4.2	<ul style="list-style-type: none"> <li>○ MTO looking to relocate one heritage home (1909 Bloor Street in Clarington). MTO has land nearby to move it on. The tender to relocate the house will go out in the summer and the decision to move the building will depend on the price of the bids. The building needs to be moved by March 2015.</li> </ul>	
4.1.5	<ul style="list-style-type: none"> <li>● Salvage:</li> </ul>	
4.1.5.1	<ul style="list-style-type: none"> <li>○ Cooperative salvage activities have been ongoing. MTO has facilitated salvaging materials from buildings with a heritage designation in Clarington.</li> </ul>	
4.1.5.2	<ul style="list-style-type: none"> <li>○ Clarington heritage committee identified Clarington’s designated heritage property owners that may be interested in materials. MTO helped coordinate this with the heritage committee. MTO is also storing materials for future use in gateways as part of CVP.</li> </ul>	
4.1.5.3	<ul style="list-style-type: none"> <li>○ Calvin noted that Paul Gee had asked if MTO has learned anything from Phase 1 and based on that learning, implemented anything differently in Phase 2. Calvin explained that yes, lessons learned have changed the way MTO has dealt with three areas/disciplines in Phase 2: archaeology, heritage and salvage. Based on lessons learned, MTO will try to take on more archaeology, heritage and salvage work as opposed to putting it in the contract.</li> </ul>	
4.1.6	<ul style="list-style-type: none"> <li>● Terrestrial/Aquatic:</li> </ul>	
4.1.6.1	<ul style="list-style-type: none"> <li>○ No watercourse crossings have Redside Dace, reducing the ESA permit work for mitigation significantly.</li> </ul>	
4.1.6.2	<ul style="list-style-type: none"> <li>○ MTO has significant amount of habitat lands for mitigation.</li> </ul>	
4.1.6.3	<ul style="list-style-type: none"> <li>○ MTO to work closely with CLOCA to identify CLOCA lands for species at risk and for vegetation in order to meet the vegetation commitment of 1:1 and ESA permit requirements.</li> </ul>	
4.1.7	<ul style="list-style-type: none"> <li>● Conditions of Approval:</li> </ul>	
4.1.7.1	<ul style="list-style-type: none"> <li>○ Condition 15 (Construction Noise, Vibration and Air Quality): air quality monitoring installed in Hampton.</li> </ul>	
4.1.7.2	<ul style="list-style-type: none"> <li>○ Condition 18 (Vegetation Restoration Plans): Based on lessons learned from Phase 1, MTO has clarified the requirements in the document.</li> </ul>	
4.1.7.3	<ul style="list-style-type: none"> <li>○ Condition 19 (Aboriginal Consultation): is continuing.</li> </ul>	
4.2	– Questions and Answers	
4.2.1	<ul style="list-style-type: none"> <li>● Perry S. asked if surface water is monitored during construction regardless of presence of Redside Dace.</li> </ul>	
4.2.1.1	<ul style="list-style-type: none"> <li>○ Darlene responded that MTO will include monitors for high incident factors (e.g. measuring turbidity) not just when Redside Dace present.</li> </ul>	
4.2.2	<ul style="list-style-type: none"> <li>● Beth W. asked if MTO had any lessons learned from an environmental perspective.</li> </ul>	

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No.	Item	Action
4.2.2.1	<ul style="list-style-type: none"> <li>○ Darlene responded that there were many lessons learned that will be applied to Phase 2. For example, earth management was a big lesson learned where information from Phase 1 will be transferred to Phase 2 procurement. She explained that she's not sure if the successful consortium will use the ecological approach for Phase 2. MTO has provided additional staff in the field monitoring and that will be transferred to Phase 2 as well. MTO will continue to build upon what they know and where they can improve. They realized that it's better if MTO is more in control of environmental investigations up front as well as archaeology and heritage works.</li> </ul>	
4.2.2.2	<ul style="list-style-type: none"> <li>○ Calvin continued by discussing the erosion and sediment control and that this is an area to enhance in the Project Agreement in addendums that will go out between now and closing. MTO hasn't figured out exactly what to do, but will emulate contractual special provisions that were used for design, tender, build projects to the best of their ability.</li> </ul>	
4.2.2.3	<ul style="list-style-type: none"> <li>○ Beth suggested that MTO meets/speaks with Steve Hall at York Region regarding these issues. She explained that this was one of the lessons learned that York Region had after an issue they experienced with regard to trout fisheries and settlement releases. They now have environmental specialists on staff – one for water and one for roads. These specialists start at the EA stage and make sure the parameters are covered and then come back at detailed design to make sure that the project is buildable.</li> </ul>	
4.2.2.4	<ul style="list-style-type: none"> <li>○ Calvin noted that MTO has enhanced field oversight and monitoring with respect to environmental measures through the acquisition of consultants and MTO staff. It is intended that a comparable approach will be implemented for Phase 2.</li> </ul>	
<b>5.0</b>	<b>Closing Remarks, Next Meeting, and Adjournment</b>	
5.1	<ul style="list-style-type: none"> <li>– Lisa noted that, for communication purposes, Delcan was recently acquired by Parsons Inc. All communication materials moving forward, including minutes of 407 EAC meetings will include the Parsons logo.</li> </ul>	
5.2	<ul style="list-style-type: none"> <li>– <b>Action:</b> Lisa to email the 407 EAC meeting #12 presentation and the Highway 407 East Annual Compliance Report (reporting period June 1, 2013 to May 31, 2014) to the EAC after the meeting.</li> </ul>	PARSONS
5.3	<ul style="list-style-type: none"> <li>– Calvin suggested that the next EAC meeting take place in early November 2014.</li> </ul>	
5.3.1	<ul style="list-style-type: none"> <li>• <b>Action:</b> Lisa to set date with the Region.</li> </ul>	PARSONS

If there are any errors or omissions, please advise [lisa.josephson@parsons.com](mailto:lisa.josephson@parsons.com) within ten business days of the issuance of these minutes.

Minutes prepared by

