

Ministry of
Transportation



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December 8, 2010

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

Dear Dr. Correa

RE: Concord West Association Proposal for 407 Transitway Concord Station

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

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

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

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

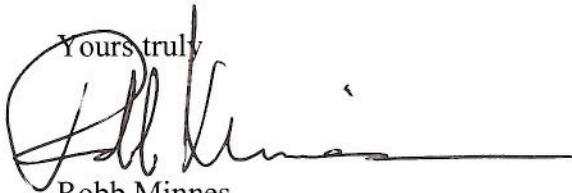
needs at this node, the preferred configuration (Black Alternative) allows opportunities to mitigate effects on the surrounding communities and improve access to the valley lands.

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

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

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

Yours truly

A handwritten signature in black ink, appearing to read 'Robb Minnes', written over a horizontal line.

Robb Minnes
Project Manager

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

Alternative Station Layouts

Concord (GO-Barrie) Station

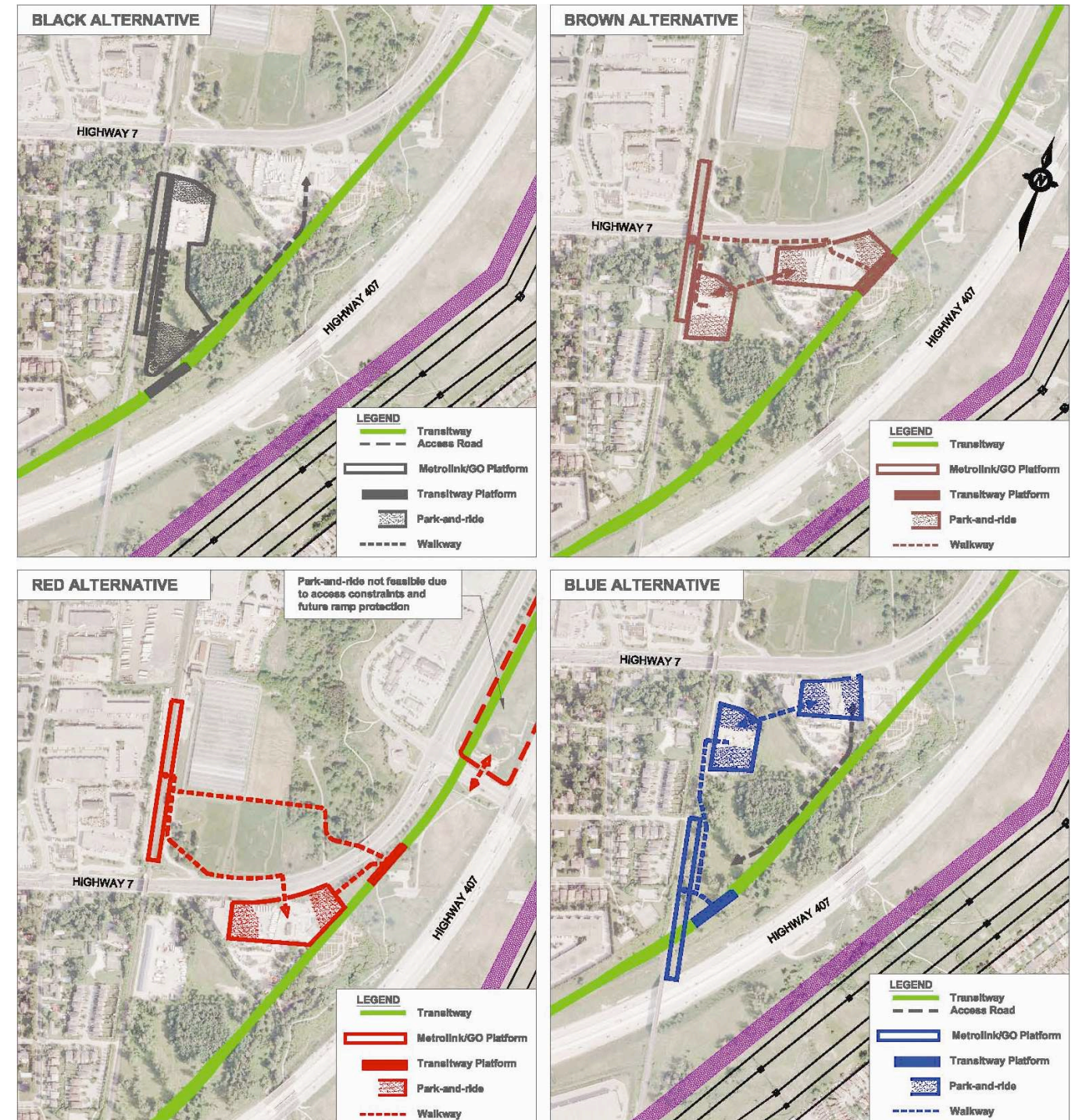
Based on the preferred more northern alignment described above, three primary **transitway station locations** were considered. These comprised use of either the vacant provincial land protected by MTO between the Metrolinx/GO right-of-way and the West Don River floodplain or a site east of the river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

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

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

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

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



OBJECTIVE	INDICATORS	Black Alternative GO platform South of Highway 7 Transitway Station adjacent to GO Rail ROW	Red Alternative GO platform North of Highway 7 Transitway Station south of Centre Street Overpass	Brown Alternative GO platform straddling HWY 7 Transitway Station between West Don River bridges	Blue Alternative GO platform immediately N of Hwy 407; Transitway Station adjacent to GO Rail ROW
Improve Mobility	Transfer Walking Distances (m)				
	Transitway platform to GO platform:				
	Centre-Centre	275	560	445	75
	Minimum	130	505	380	30
	Park & Ride to GO platform:				
	Centre-Centre	55	460	360	320/520
	Minimum	25	300	25/160	110/330
	Park & Ride to Transitway platform:				
	Centre lot-Centre platform	275	465	155	320/520
	Minimum	130	320	30	275/480
Viva stops on Hwy 7 to end of GO platform	250	215	220	465	
Viva Hwy 7 stops to Transitway platform (Viva platforms at proposed intersection)	100	75	20	340	
Number of park-and-ride spaces available	650-700	350-400	550-600	600	
Access to Park & Ride	35 m. long bridge over West Don R. tributary is required.	Not technically feasible from Centre St. due to traffic signal proximity. Lot SW of transitway station on Hwy 7.	Least access time to and technically feasible but internal queuing may be problematic	Second P&R lot requires bridge over West Don River tributary	
Convenience of passenger pick-up/drop-off (PUUDO)	Location very convenient	Not feasible due to intersection proximity	Feasible for Transitway; not feasible for GO	Location very convenient for Transitway but more remote for GO	
Convenience of local community shuttle bus access	Transfer platform adjacent to stations	Walk-in from on-street stops on Highway 7	Walk-in from on-street stops on Highway 7	Pick-up/drop-off in south parking lot remote from both stations	
Minimize adverse effects on social environment	Area of publicly-owned vacant table land property occupied	55%	24%	24%	24%
	Proximity of GO platform to publicly-owned table land property	260 metres alongside	280 metres north	70 metres north	180 metres alongside
	Proximity of GO platform to residential land use south of Hwy 7	Full length adjacent to residential community. Mitigation of visual and sound effects required.	Full length within new northern development remote from residential community	Southern half of platform fairly close to residential community	Northern half of platform opposite residential community
	Effect of GO Station on planned mixed-use development north of Hwy 7	No effects as station is south of Hwy 7	Requires walkway through park and internal street and mitigation of interface along platform	Minor effect at south end of development	No effects as station is south of Hwy 7
	Effect on access to valley lands/trails	Walkway through station site to valley and existing trail will be provided in site layout	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses
Minimize adverse effects on natural environment	Effect on West Don River and tributary flood plain/valley lands	Flood plain generally preserved. Single new crossing combining transitway and access road.	Flood plain generally preserved. Single new crossing for transitway	Flood plain generally preserved. Two new tributary crossings serving parking and for transitway	Flood plain generally preserved. Two new tributary crossings serving parking and for transitway
Offer a cost-effective way of moving people	Effect of Transitway station location on transitway profile	Current profile; depressed Station with some retaining wall	Profile raised on high retaining walls to accommodate elevated Station	Current profile; Station at grade.	Current profile; depressed Station with some retaining wall
	Highway 7 pedestrian bridge requirements	Bridge over highway for Viva to GO platform transfer requested by York Region	Long protected walkway and bridge over Hwy 7 required between GO and Transitway platforms	None	None
	Effect on station area infrastructure costs	Assumed as baseline infrastructure cost	Moderately higher than baseline cost due to park & ride property acquisition, raised transitway profile and walkway/bridge requirement.	Moderately higher than baseline cost due to park & ride property acquisition and a GO platform location requiring a new Hwy 7 rail bridge	Marginally higher than baseline cost due to park & ride property acquisition