APPENDIX B

Consultation Record

Project Contact List

GANNETT FLEMING

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Contact List

Category	First Name	Last Name	Position Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
FEDERAL												
	Duwayne	Williams	Regional Manager	Transport Canada - Ontario Region	duwayne.williams@tc.gc.ca		4900 Yonge Street unit 300	North York	Ontario	M2N 6A5	email notification on April 5, 2023	
PRO INCIAL												
	Celeste	Dugas	Manager, York Durham District Office	Ministry of Environment, Conservation, & Parks	celeste.dugas@ontario.ca		5th Flr, 230 Westney Rd S	Ajax	Ontario	L1S 7J5	email notification on April 5, 2023	
	Jeff	Andersen	Management Biologist Permission and Compliance Section, Species at Risk Branch, Land and Water Division	Ministry of Environment, Conservation, & Parks	jeff.andersen@ontario.ca		50 Bloomington Rd, Aurora, ON	Aurora	Ontaro	L4G 0L8	Added by City email notification on April 5, 2023	
			EA Cregion	Ministry of Environment, Conservation, & Parks	eanotification.cregion@ontario.ca						email notification on April 5, 2022	
	Ian	Greason	Special Projects Manager - Environmental Permissions Branch	Ministry of Environment, Conservation, & Parks	ian.greason@ontario.ca		135 St Clair Ave W	Toronto	Ontario	M4V 1P5	email notification on April 5, 2023	
	Dan	Minkin	Heritage Planner - Heritage Branch	Ministry of Citizenship and Multiculturism	Dan.Minkin@ontario.ca		5th Flr, 400 University Ave	Toronto	Ontario	M7A 2R9	Ministry of Tourism, Culture and Sport does not have a Heritage Planner email notification on April 5, 2023	
	Andrew	Doersam	Senior Planner - Community Planning & Development (East) Unit	Ministry of Municipal Affairs & Housing	Andrew.Doersam@ontario.ca		College Park 16th Flr, 777 Bay St	Toronto	Ontario	M7A 2J3	The Environmental Services Branch no longer exists, unsure if this would be the correct correspondant. email notification on April 5, 2023	
	Maya	Harris	Manager -Community Planning & Development (East) Unit	Ministry of Municipal Affairs & Housing - Central Municipal Services Office	Maya.Harris@ontario.ca		College Park 16th Flr, 777 Bay St	Toronto	Ontario	M7A 2J3	email notification on April 5, 2023	
	Travis	McMunn	Staff Sergeant/Area Enforcement Manager - Aurora District	Ministry of Natural Resources & Forestry	travis.mcmunn@ontario.ca		50 Bloomington Rd W	Aurora	Ontario	L4G 0L8	email notification on April 5, 2023	
	Mimi	Santano Carrasco		Ministry Natural Resources and Forestry	mimi.santanocarrasco@ontario.ca						email notification on April 5, 2024 Removed from mailing per April 5, 2023 email	

	Tom	Hewitt	Head, Corridor Management - East	Ministry of Transportation	tom.hewitt@ontario.ca		7th Flr, 159 Sir William Hearst Ave	Toronto	Ontario	M3M 0B7	email notification on April 5, 2023	
	Peter	Dorton	Senior Project Manager - Corridor Management, Central Office	Ministry of Transportation	peter.dorton@ontario.ca		7th Flr, 159 Sir William Hearst Ave	Toronto	Ontario	M3M 0B8	email notification on April 5, 2023	
	Margaret	Mikolajczak	Senior Project Manager - Corridor Management, Central Office	Ministry of Transportation	margaret.mikolajczak@ontario.ca		7th Flr, 159 Sir William Hearst Ave	Toronto	Ontario	M3M 0B9	email notification on April 5, 2023	
	Colin	Mulrenin	Senior Project Manager - York	Ministry of Transportation	Colin.Mulrenin@ontario.ca		7th Flr, 159 Sir William Hearst Ave	Toronto	Ontario	M3M 0B8		
	Arieh	Kolet	Senior Project Manager	Ministry of Transportation	arieh.kolet@ontario.ca		7th Flr, 159 Sir William Hearst Ave	Toronto	Ontario	M3M 0B9		

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Contact List

Category	First Name	Last Name	Position Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
Regional	Chris	Raynor	Regional Clerk	The Regional Municipality of York	regionalclerk@york.ca		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	email notification on April 5, 2023	
Regional	Tia	Hong	Transportation Engineer, Transportation Long Term Planning Transportation & Infrastructure Planning, Public Works	The Regional Municipality of York	Tia.Hong@york.ca						email notification on April 10, 2024 requesting background data	
Regional	Steve	Mota		The Regional Municipality of York	Steve.Mota@york.ca						email notification on April 10, 2024 requesting background data	
Regional	Jason	Ezer	Community Planning and Development Services	The Regional Municipality of York	jason.ezer@york.ca		4th Flr, 17252 Yonge Street	Newmarket	Ontario	L3Y 6Z3	email notification on April 5, 2023	
Regional	Brian	Titherington	Director, Transportation & InFrastructure Planning, Transportation Services	Regional Muncipality of York	Brian.Titherington@york.ca	1-877-464-9675 x 75901		Newmarket	Ontario		Added by City email notification on April 5, 2023	
Regional	Tamas	Hertel	Manager, Service Planning, York Region Transit	The Regional Municipality of York	tamas.hertel@york.ca		50 High Tech Road	Richmond Hill	Ontario	L4B 4N7	email notification on April 5, 2023	
Regional	Dawn	Adams	Senior Manager - Planning and Property Development	York Region District School Board	dawn.adams@yrdsb.ca		300 Harry Walker Parkway South	Newmarket	Ontario	L3Y 8E2	email notification on April 5, 2023	
Regional	Tom	Pechkovsky	Coordinating Manager of Planning & Operations	York Catholic District School Board	tom.pechkovsky@ycdsb.ca		320 Bloomington Road West	Aurora	Ontario	L4G 0M1	email notification on April 5, 2023	

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Contact List

Category	First Name	Last Name	Position Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
Developer	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	email notification sent on April 10, 2023	
Developer	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	email notification sent on April 10, 2023	

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Contact List

Category	First Name	Last Name	Position Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
Conservation Authority	Michelle	Bates	Senior Planner - York East Review Area Development Planning and Permits | Development Planning and Engineering Services	Toronto and Region Conservation Authority	michelle.bates@trca.ca	(437) 880-2287			Ontario		email notification on April 5, 2023 Removed from mailing per April 5, 2023 email	
Conservation Authority	Harsimrat	Pruthi	Infrastructure Planning and Permits	Toronto and Region Conservation Authority	harsimrat.Pruthi@trca.ca				Ontario		Added per April 5, 2023 email from Michelle Bates	
Conservation Authority	Harsha	Gammanpila	Infrastructure Planning and Permits	Toronto and Region Conservation Authority	Harsha.Gammanpila@trca.ca				Ontario		Added per April 5, 2023 email from Michelle Bates	

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Contact List

Category	First Name	Last Name	Position Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
Utilities	Anton	Thangarajah	Project Manager	Bell Canada	anton.thangarajah@bell.ca		40 Esna Park Dr,	Markham	Ontario	L3R 1E1	Added by City email notification on April 5, 2023	
Utilities	Carmela	Felepchuk	System Planner	Rogers Cable	Carmela.Felepchuk@rci.rogers.com		244 Newkirk Road	Richmond Hill	Ontario	L4C 3S5	Added by City email notification on April 5, 2023	
Utilities	Alyssa	Rhynold	Property and Right-Of-Way Administrator	Trans-Northern Pipelines Inc.	arhynold@tnpi.ca		310-45 Vogell Rd	Richmond Hill	Ontario	L4B 3P7	email notification on April 5, 2023	
Utilities				FVB Energy	Info@fvbenergy.com		Suite 300 3901 Highway #7	Vaughan	Ontario	L4L 8L5	email notification on April 5, 2023	

Highway 404 Ramp Extension at Major Mackenzie Drive, City of Markham

Indigenous Nations Contact List

Category	First Name	Last Name	Position/Title	Organization	Email Address	Phone	Address	City	Province	Postal Code	Notice of Commencement Circulation	Notes
Indigenous Nations												
Indigenous Nations	Dave	Mowat	Chief (Former)	Alderville First Nation	dmowat@alderville.ca		11696 2nd Line Road	Roseneath	Ontario	K0K 2X0	email & mailed notification on May 10, 2023	Former Chief (2021-2023)
Indigenous Nations	Taynar	Simpson	Chief	Alderville First Nation	tsimpson@alderville.ca	905-352-3000	11697 2nd Line Road	Roseneath	Ontario	K0K 2X1	email notificaiton on Sept 25, 2024	Chief (as of 2023-2025)
Indigenous Nations	Joanne P.	Sandy	Chief	Beausoleil First Nation	jsandy@chimnissing.ca		11 O'Gemaa Miikaan	Christian Island	Ontario	L9M 0A9	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Isabella	Marsden	Executive Assistant	Beausoleil First Nation	imarsden@chimnissing.ca	General contact 705-247-2215	11 O'Gemaa Miikaan	Christian Island	Ontario	L9M 0A9	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Donna	Big Canoe	Chief	Chippewas of Georgina Island	donna.bigcanoe@georginaisland.com		R.R. #2, Box N13	Sutton West	Ontario	L0E 1R0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Natasha	Charles	Project Coordinator	Chippewas of Georgina Island	natasha.charles@georginaislan.com		R.R. #2, Box N13	Sutton West	Ontario	L0E 1R0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	Undelivered email Sept 25, 2024
Indigenous Nations	JL	Porte	Community Consultation	Chippewas of Georgina Island	jl.porte@georginaisland.com	General contact 705-437-1337	R.R. #2, Box N14	Sutton West	Ontario	L0E 1R1	email notificaiton on Sept 25, 2024	
Indigenous Nations	Ted	Williams	Chief	Chippewas of Rama First Nation	chief@ramafirstnation.ca		5884 Rama Road, Suite 200	Rama	Ontario	L0K 1T0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Cathy	Edney	Communications Manager	Chippewas of Rama First Nation	cathye@ramafirstnation.ca	General contact 705-325-3611	5884 Rama Road, Suite 200	Rama	Ontario	L0K 1T0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Dillon	Bickell	Community Consultation Worker	Chippewas of Rama First Nation	dillonb@ramafirstnation.ca	705-325-3611 x 1633	5884 Rama Road, Suite 200	Rama	Ontario	L0K 1T0		requested to be added to the contact list on July 29, 2025
Indigenous Nations	Consultation			Chippewas of Rama First Nation	consultation@ramafirstnation.ca		5884 Rama Road, Suite 200	Rama	Ontario	L0K 1T0		requested to be added to the contact list on July 29, 2025
Indigenous Nations	Keith	Knott	Chief	Curve Lake First Nation	keithk@curvelake.ca		22 Winookeedaa Road	Curve Lake	Ontario	K0L 1R0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Julie	Kapyrka	Lands Resource Consultation Liaison	Curve Lake First Nation	JulieK@curvelake.ca	General contact 705-657-8045	22 Winookeedaa Road	Curve Lake	Ontario	K0L 1R0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	Undelivered email Sept 25, 2024
Indigenous Nations	Laurie	Carr	Chief	Hiawatha First Nation	chiefcarr@hiawathafn.ca		123 Paudash Street, R.R. # 2	Hiawatha	Ontario	K9J 0E6	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Tom	Cowie	Lands Resource Consultation Liaison	Hiawatha First Nation	tcowie@hiawathafn.ca	Main Reception (705) 295-4421	123 Paudash Street, R.R. # 2	Hiawatha	Ontario	K9J 0E6	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Rémy	Vincent	Chief	Huron-Wendat Nation			255 Place Chef Michel Laveau	Wendake	Quebec	G0A 4V0	email & mailed notification on May 10, 2024	
Indigenous Nations	Tina	Durand	Secretary to the Grand Chief of the Huron-Wendat Nation	Huron-Wendat Nation	tina.durand@cnhw.qc.ca		255 Place Chef Michel Laveau	Wendake	Quebec	G0A 4V0	email & mailed notification on May 10, 2024	
Indigenous Nations	Dominic	Ste-Marie		Huron-Wendat Nation	Dominic.Sainte-Marie@wendake.ca	418-843-3767	256 Place Chef Michel Laveau	Wendake	Quebec	G0A 4V1		
Indigenous Nations	Kelly	LaRocca	Chief	Mississaugas of Scugog Island	klarocca@scugogfirstnation.com	Admin 905-985-3337	22521 Island Road, RR #5	Port Perry	Ontario	L9L 1B6	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Stacey R.	LaForme	Chief	Mississaugas of the Credit First Nation	Stacey.Laforme@mncfn.ca		2789 Mississauga Road, RR #6	Hagersville	Ontario	N0A 1H0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Mark	LaForme	Director	Mississaugas of the Credit First Nation	Mark.LaForme@mncfn.ca	General Contact (905) 768-1133	2789 Mississauga Road, RR #6	Hagersville	Ontario	N0A 1H0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	

Indigenous Nations	Fawn	Sault		Mississaugas of the Credit First Nation	Fawn.Sault@mncfn.ca		2789 Mississauga Road, RR #6	Hagersville	Ontario	N0A 1H0	email & mailed notification on May 10, 2023	Removed from contact list. No longer at this role.
Indigenous Nations	Abby	LaForme	Acting Consultation Coordinator	Mississaugas of the Credit First Nation	Abby.LaForme@mncfn.ca	905-768-4260	2789 Mississauga Road, RR #6	Hagersville	Ontario	N0A 1H0	email & mailed notification on May 10, 2023, email notification on Sept 25, 2024	
Indigenous Nations	Adam	LaForme	Archaeology Inquiries	Mississaugas of the Credit First Nation	Adam.LaForme@mncfn.ca	905-768-4260	2789 Mississauga Road, RR #6	Hagersville	Ontario	N0A 1H0	email notificaiton on Sept 25, 2024	
Indigenous Nations	Karry	Sandy-McKenzie	Process Coordinator/Negotiator	Williams Treaties First Nations	k.a.sandy-mckenzie@rogers.com		8 Creswick Court	Barrie	Ontario	L4M 2J7	cc'd under all email communications	

Project Update Letter

GANNETT FLEMING

ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Transport Canada

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:36 PM
To: duwayne.williams@tc.gc.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Duwayne,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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Ministry of the Environment, Conservation and Parks

GANNETT FLEMING

From:	Bell, Trevor (MECP)
To:	Miljus, Alexia L
Cc:	Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson; Mazzuca, Marco (MECP)
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Friday, August 15, 2025 3:29:59 PM
Attachments:	image001.png

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

Thanks for providing the draft addendum report for your project. Please note we may need up to 30 days for the review. I'll get back to you with any comments we have as soon as possible.

Thanks,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
New Phone: 437-213-1014 | trevor.bell@ontario.ca

From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Friday, August 15, 2025 9:43 AM
To: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>
Cc: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in

accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

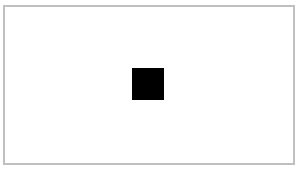
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

E: amiljus@gftinc.com

C: 416-276-3096

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that any review, disclosure, dissemination, distribution, or copying of it or its contents is prohibited.

From:	Dugas, Celeste (MECP)
To:	Miljus, Alexia L
Cc:	Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson; Andersen, Jeff (MECP); ian.greason@ontario.ca
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Friday, August 15, 2025 9:46:52 AM
Attachments:	image001.png

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you! Have a great Friday.

From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Friday, August 15, 2025 9:44 AM
To: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Celeste,

Absoutely. The e-mail has been shared with eanotification.cregion@ontario.ca.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Sent: Friday, August 15, 2025 9:40 AM
To: Miljus, Alexia L <amiljus@gfnet.com>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca <ian.greason@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Alexia

Can I ask that you please direct this to our Environmental Assessment team as they will be responsible for coordinating this.

The email address is as follows:

eanotification.cregion@ontario.ca

Regards,

Celeste Dugas

District Manager

York Durham District Office

Ministry of Environment, Conservation and Parks

Ministère de l'Environnement, de la Protection de la nature et des Parcs

230 Westney Road South, 5th Floor

Ajax, ON L1S 7J5

celeste.dugas@ontario.ca

Phone: (905)442-3105

We want to hear from you. How was my service?

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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Thursday, August 14, 2025 11:09 AM
To: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning Celeste,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

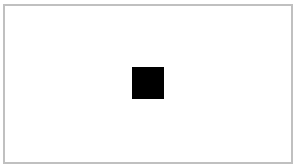
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

E: amiljus@gftinc.com

C: 416-276-3096

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:38 PM
To: 'celeste.dugas@ontario.ca'
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Celeste,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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From: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Sent: Wednesday, April 5, 2023 1:38 PM
To: Furfurica, Silvia
Subject: Automatic reply: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am away from the office returning April 11th. If this is urgent please contact Loralyn Wild at Loralyn.wild@ontario.ca.

Celeste Dugas District Manager York Durham District Office Ministry of the Environment, Conservation and Parks 230 Westney Road South, 5th Floor Ajax, ON L1S 7J5 celeste.dugas@ontario.ca

From: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>
Sent: Friday, April 21, 2023 3:31 PM
To: Furfurica, Silvia
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim; Battarino, Gavin (MECP); Dugas, Celeste (MECP)
Subject: RE: City of Markham, Addendum to a Previously Approved Municipal Class EA, Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: Municipal Class Environmental Assessment Amendments - Stakeholder Notification - March 2023.pdf; Supporting Attachment - Areas of Interest (August 2022).pdf; Supporting Attachment - Proponent's Intro to Delegation of Procedural Aspects of Consultation with Aboriginal Communities.pdf; Supporting Attachment - Species at Risk Proponents Guide to Preliminary Screening (May 2019).pdf

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear project team,

MECP staff have reviewed the information shared in relation to the above noted project regarding the initial list of interested Indigenous communities provided in the email chain below. Based on information provided to date and the Crown`s preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- **Curve Lake First Nation**
- **Alderville First Nation**
- **Mississaugas of Scugog Island**
- **Hiawatha First Nation**
- **Rama First Nation**
- **Chippewas of Georgina Island First Nation**
- **Beausoleil First Nation**
    - **It is common practice to copy Karry Sandy Mackenzie, coordinator WTFN on correspondence to the above communities.**
- **Mississaugas of the Credit First Nation**

******If there is likely to be an impact to Archaeological Resources, Huron-Wendat should be notified.***

This advice was based on the information provided at the time of review. As new information becomes available through, but not limited to public consultation, expressed concern by communities, etc. about how these projects may impact rights, the advice provided above may also require re-evaluation.

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process". Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information, including the MECP's expectations for EA report documentation related to consultation with communities.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances after initial discussions with the communities identified by the MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation with Indigenous communities or other stakeholders has reached an impasse; or
- A Section 16 Order request is expected based on impacts to Aboriginal or treaty rights

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

We would also like to share the attached information with the project team regarding the ministry's interests with respect to the Class EA process. If your project team have any questions regarding the list provided and the information shared, please feel free to contact me directly for further discussion.

Thank you,

Chunmei Liu (she/her) | Regional Environmental Planner
Environmental Assessments Branch, Ontario Ministry of the Environment, Conservation and Parks |7th Flr, 135 St Clair Ave W, Toronto, ON M4V 1P5 | Chunmei.Liu@ontario.ca | 437-249-3102

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Nous attendons vos commentaires. Qu'avez-vous pensé de mon service? Vous pouvez nous faire part de vos commentaires au 1-888-745-8888 ou à ontario.ca/retroactioninspection

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From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: April-05-23 2:39 PM
To: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: City of Markham, Addendum to a Previously Approved Municipal Class EA, Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Afternoon,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required.

Please find the Project Information Form and Notice of Study Commencement attached.

Regards,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:40 PM
To: ian.greason@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Ian,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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From: Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>
Sent: Wednesday, April 5, 2023 1:58 PM
To: Furfurica, Silvia
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Silvia;

Please ensure that only documentation specific to an *Endangered Species Act* review is submitted to MECP. Since 2009, there are many "new" species that will need to be considered such as species at risk Bats.

Regards;

JJA

JEFF J. ANDERSEN

MANAGEMENT BIOLOGIST
PERMISSIONS SECTION, SPECIES AT RISK BRANCH
LAND AND WATER DIVISION
ONTARIO MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS

50 Bloomington Road, Aurora ON L4G 0L8 | jeff.andersen@ontario.ca | 289-221-1705

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: April 5, 2023 1:39 PM
To: Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Afternoon Jeff,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

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From: Santano Carrasco, Mimi (MNRF) <Mimi.SantanoCarrasco@ontario.ca>
Sent: Wednesday, April 5, 2023 2:54 PM
To: Furfurica, Silvia; Battarino, Gavin (MECP); EA Notices to CRegion (MECP)
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

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Good afternoon,

I have recently moved to the Ministry of Natural Resources and Forestry. For project updates, please send them to the Central Region EA Notices email (eanotification.cregion@ontario.ca) and someone will contact you from there. Good luck with the rest of the project!

Cheers,

Mimi

Mimi Santano Carrasco, EPt (she/her)
Water Resources Policy Analyst | Ministry of Natural Resources and Forestry
Resources Planning and Development Policy Branch | Water Resources Section
6th Flr S, 300 Water St, Peterborough, ON K9J 3C7
T: (437) 655-2351 | mimi.santanocarrasco@ontario.ca

Ontario

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: April 5, 2023 2:41 PM
To: Santano Carrasco, Mimi (MNRF) <Mimi.SantanoCarrasco@ontario.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Afternoon Mimi,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would

cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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Ministry of Citizenship and Multiculturalism

GANNETT FLEMING

From: Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Sent: Wednesday, May 3, 2023 12:47 PM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Hi Silvia,
My apologies for not responding to your previous email, and thank you for the inquiry. As this archaeological assessment was completed before the 2011 update to the *Standards and Guidelines for Consultant Archaeologists,* we will need an archaeology review officer to take a fresh look at it in light of current requirements. I will pass your inquiry on to the Archaeological Program Unit.

Dan Minkin | Heritage Planner
Ministry of Citizenship and Multiculturalism
Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

Effective October 17, 2022, units responsible for cultural heritage matters have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Responsibility for the Ontario Heritage Act and associated Provincial functions is now held by MCM. Individual staff roles and contact information remain unchanged.

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: May 3, 2023 9:24 AM
To: Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>

Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Morning Dan,

Further to our previous notice that the City of Markham is engaging in an addendum for the Highway 404 Ramp Extension at Major Mackenzie Drive, we have some additional information to provide and a question for the Ministry.

As part of the Schedule 'C' Municipal Class Environmental Assessment that was completed in 2009, the Project received a letter from the Ministry of Culture noting that there were no concerns for impacts to archaeological resources in the Study Area. As part of the Project, a Stage 1-2 Archaeological Assessment was carried out on the lands in Study Area. The Assessment was completed by New Direction Archaeology in 2007, under the License P018. Subsequently, the assessment formed an appendix to the Environmental Study Report.

Since there has been a lapse of time, we are writing to ask for confirmation from the Ministry that the Stage 1-2 Assessment and Ministry correspondence is still valid, and that Archaeological Assessment is not required for the addendum to the previously approved MCEA Study.

Please refer to the attached information and do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:42 PM
To: Dan.Minkin@ontario.ca

Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Dan,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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Ministry of Municipal Affairs and Housing

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:43 PM
To: Andrew.Doersam@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Andrew,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:44 PM
To: Maya.Harris@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Maya,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Silvia

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Ministry of Natural Resources and Forestry

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:45 PM
To: travis.mcmunn@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Travis,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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Ministry of Transportation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:49 PM
To: margaret.mikolajczak@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Margaret,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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From: Dorton, Peter (MTO) <Peter.Dorton@ontario.ca>
Sent: Wednesday, April 5, 2023 2:08 PM
To: Furfurica, Silvia; Mikolajczak, Margaret (MTO)
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

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Hi Silvia:

I am passing this notice on to my colleague, Margaret Mikolajczak, as she manages MTO Corridor Management project files in York Region (including Markham).

Thanks,

Peter Dorton | Senior Project Manager
Highway Corridor Management Section | Central Operations | Ministry of Transportation
159 Sir William Hearst Avenue, 7th Floor, Toronto, ON M3M 0B7
Telephone: 437-833-9396 | Email: peter.dorton@ontario.ca
Web: highway corridor management | ontario.ca

Ontario

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: April 5, 2023 1:47 PM
To: Dorton, Peter (MTO) <Peter.Dorton@ontario.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Afternoon Peter,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 1:46 PM
To: tom.hewitt@ontario.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Tom,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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York Region

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:12 PM
To: Brian.Titherington@york.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Brian,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:10 PM
To: jason.ezer@york.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Jason,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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From: Hong, Tia <Tia.Hong@york.ca>
Sent: Tuesday, April 18, 2023 11:12 AM
To: Voytenkov (Jin), Catherine
Cc: Roberts, Andrew; Wat, Samson; Alberto Lim; Furfurica, Silvia; Ostler, Andrew; Mota, Steve
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: YorkRegion_DecisionLetter with attachment.pdf; Incoming request King David r.pdf; 2023Business_Plan_RoadsTraffic_Growth_approved.pdf; 2022 Transportation Master Plan.pdf

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Hi Catherine,

Please see response below regarding background data request.

- Photogrammetry data are available on York Maps.
- Part II Order is attached.
- Please note that Hwy 404 Mid-block crossing north of 16th Avenue is scheduled for construction in 2023. The midblock crossing north of Major Mackenzie Drive is currently not scheduled in our 10-year construction program. If you would like the info for the 16th Avenue midblock crossing project, we can forward the design package accordingly.
- For more information on current and upcoming road improvements projects in York Region, please visit York Region's 2023 10 year Roads and Transit Capital Construction Program at york.ca/roadconstruction (see attached map).
  For longer-term planned transportation improvements, please visit York Region's 2022 Transportation Master Plan (TMP) webpage at york.ca/TMP (refer to Maps 1 to 4.

Regards,
Tia

Tia Hong, P.Eng | Transportation Engineer, Transportation Long Term Planning
Transportation & Infrastructure Planning, Public Works

The Regional Municipality of York Region | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 75752 | Tia.Hong@york.ca | www.york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

From: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Sent: Monday, April 10, 2023 10:38 AM
To: Mota, Steve <Steve.Mota@york.ca>; Hong, Tia <Tia.Hong@york.ca>

Cc: Roberts, Andrew <anroberts@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>; Furfurica, Silvia <sfurfurica@GFNET.com>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Good Morning Steve/Tia,

We kindly request the following Background Data from the Region and appreciate if you can provide by **April 24th**. Let us know if you have any other questions.

1. Latest and greatest photogrammetry data at the interchange of Highway 404 and Major Mackenzie from your geomatics department.
2. Part II Order request from Cathedral Community and MECP's dismissal for the YR ESR - Hwy 404 Mid-block crossing between Major Mackenzie Dr and Elgin Mills Road (see attached).
3. We understand that the Hwy 404 Mid-block crossing north of Major Mackenzie Dr. is scheduled for construction soon. Please provide the IFT or IFC package (CAD and PDF).
4. Any other ongoing/planned YR work that may impact the study area in the short and long term?
5. Any other relevant information for the success of the project?

Many thanks!
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager - ***Vacation Alert: April 11th – 21st (Inclusive)***
Gannett Fleming | 200 Bay Street Suite 1600, Toronto, Ontario M5J 2J3
C 416.669.5246 | cvoytenkov@gfnet.com
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From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, April 5, 2023 2:05 PM
To: regionalclerk@york.ca
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chris,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:20 PM
To: tamas.hertel@york.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Tamas,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:22 PM
To: dawn.adams@yrdsb.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Dawn,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:23 PM
To: tom.pechkovsky@ycdsb.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Tom,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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Toronto and Region Conservation Authority

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:26 PM
To: michelle.bates@trca.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Michelle,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

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Developers

GANNETT FLEMING

From: [redacted]
Sent: Wednesday, May 17, 2023 12:00 PM
To: Catherine Voytenkov; Silvia Furfurica; Alberto Lim
Cc: Roberts, Andrew; Wat, Samson; [redacted]
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: E1.0 Grading Plan.pdf

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,
Please see attached grading plan.

Thanks,

[redacted]

From: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Sent: May 17, 2023 11:38 AM
To: [redacted] Furfurica, Silvia <sfurfurica@GFNET.com>; Alberto Lim <ALim@markham.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Wat, Samson <swat@markham.ca>; [redacted]
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Day [redacted]

Would you happen to have the grading drawings as well?

Thanks,
Catherine

From: [redacted]
Sent: Friday, May 5, 2023 11:19 AM
To: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Furfurica, Silvia <sfurfurica@GFNET.com>; Alberto Lim <ALim@markham.ca>

Cc: Roberts, Andrew <anroberts@GFNET.com>; Wat, Samson <swat@markham.ca>; [redacted]
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi all,

For your review, please see attached our latest site plan for 404 and Major Mackenzie Dr. This plan has recently been submitted with our rezoning application.

If you have any questions, please let us know.

Thanks,

[redacted]

From: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Sent: May 1, 2023 11:23 AM
To: [redacted] Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>; [redacted]
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning [redacted]

Thanks for the additional information. Please see below our team's availability to set up a quick chat with you and your Environmental Consultant.

In the meanwhile, it would be great if you can share the overall EA recommendations and conclusions.

- Wed, May 3 – after 3pm
- Friday, May 5 – Any time except for 11-12
- Monday, May 8 – 9-11, after 2:30
- Tuesday, May 9 -10-11, after 2

Best regards,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager

Gannett Fleming | 200 Bay Street Suite 1600, Toronto, Ontario M5J 2J3
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From: [redacted]
Sent: Tuesday, April 18, 2023 10:01 AM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>; [redacted]
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Silvia,

This project has direct impact on our lands and current development proposal. I have been contacted by Alberto about this project and we are a very interested stakeholder and happy to work with the team on the EA update. We have recently completed an in depth Environmental Assessment of our site and have prepared for a rezoning of the woodlot feature on our property. If you would like to access this material I would suggest we have a call to discuss with our Environmental Consultant.

Thank you for reaching out,

[redacted]

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Monday, April 10, 2023 10:52 AM
To: [redacted]
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning [redacted]

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class

Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

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From:	[redacted]
To:	Voytenkov (Jin), Catherine; Furfurica, Silvia
Cc:	Roberts, Andrew; Wat, Samson; Alberto Lim
Subject:	Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Thursday, May 11, 2023 2:02:14 PM
Attachments:	image001.png [redacted] Comments Letter Hwy 404 Off-Ramp Extension EA Addendum (May 11 2023).pdf

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,

Please find attached on behalf of [redacted] a letter which provides our comments on the *Highway 404 Ramp Extension Environmental Assessment Addendum Study* being completed by annett Fleming Canada LC.

We look forward to receiving a response to our comments.

Regards,

[redacted]

Memorandum

TO:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
E-mail: Cvoytenkov@gfnet.com

FROM:
Steven X. Kwan, P.Eng.
Hendrik Rolleman

PROJECT:
8205-01
Highway 404 Ramp Extension at Major Mackenzie Drive Review

DATE:
May 11, 2023

SUBJECT: HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DRIVE ENVIRONMENTAL ASSESSMENT ADDENDUM REVIEW

1.0 OVERVIEW

BA Consulting Group Ltd. is retained by [redacted] to provide a transportation review of the Highway 404 Ramp Extension at Major Mackenzie Drive East Environmental Assessment Addendum Study (the "EA Addendum Study") being undertaken by the City of Markham (the "City") for the extension of the Highway 404 northbound off-ramp, across the westbound Major Mackenzie Drive East on-ramp to the northbound Highway 404 and connecting into Markland Street.

The EA Addendum Study proposes to follow the Schedule 'C' process in the 2023 Municipal Class Environmental Assessment ("MCEA") process and amends the Environmental Assessment Project previously approved in 2009. This includes a review of background material from the original study and gaps identified in the previous study. However, it is our understanding that the need for the ramp extension will not be reviewed as part of the EA Addendum Study.

The MCEA Manual (pg. 94) states that in this circumstance, i.e., an addendum to a project for which the issuance of the Notice of Completion to the proposed commencement of construction exceeds 10 years, that:

> *the proponent shall review the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context.*

Notably, the MCEA planning and design process includes *Phase 1: Problem Or Opportunity*, in which the problem or opportunity is identified and described. In the 14 years since 2009, there have been substantial changes to the:

- Existing transportation conditions in the area
- Future planned road network
- Planning context at the municipal and regional level, particularly as it relates to the construction of new auto-oriented infrastructure.

For these reasons, the need for the Highway 404 northbound off-ramp extension at Major Mackenzie Drive East, should be reviewed as part of the EA Addendum Study, consistent with Phase 1 of the MCEA planning and design process.

The following sections of this technical memorandum reviews the original need for the Highway 404 off-ramp extension and discusses the rationale for why this needs to be revisited in greater detail. It also discusses the negative impacts and limited benefits of the off-ramp extension on the [redacted] lands.

2.0 PREVIOUS RATIONALE FOR RAMP EXTENSION

2.1 2002-2006 CITY PLANNING

The potential future need for the Highway 404 northbound off-ramp extension from Major Mackenzie Drive East to the West Cathedral Community was first identified in the *Markham Transportation Planning Study (2002)* and was further documented in a 2006 City Staff Report entitled *West Cathedral Community, Highway 404 Ramp Extension at Major Mackenzie Drive* (the "2006 Staff Report"). Benefits of the ramp extension described in the 2006 Staff Report included:

- Improvement of traffic operations at the Highway 404 northbound ramp terminal and along the Major Mackenzie Drive corridor
- Improve access to the adjacent proposed development, planned to be a large format retail centre at the time, but which currently remains undeveloped
- Improve access, exposure and visibility of the employment lands in the Cathedral Community north of Major Mackenzie Drive to attract top quality office / corporate employees
- Connect these employment lands to existing and planned employment districts to the north and south
- Allow future business park users to avoid Markland Drive and the Woodbine by-pass

2.2 2009 EA STUDY & MTO COMMENTS

In 2009, the *Proposed Road Extension at Highway 404 Northbound Exit Ramp and Major Mackenzie Drive Intersection: Class Environmental Assessment* (the "2009 EA Study") was completed and approved. The 2009 EA Study identified the need for a Highway 404 northbound off-ramp extension from Major Mackenzie Drive East to the West Cathedral Community from a traffic operations perspective.

The traffic analysis undertaken as part of the 2009 EA Study identified that the intersections along Major Mackenzie Drive East, specifically at Nichols Boulevard and Woodbine Avenue were operating at capacity during existing conditions using traffic data dated 2004 and 2005.

In the future conditions traffic analysis for the 2021 horizon year, the 2009 EA Study identified that the Major Mackenzie Drive East / Markland Street intersection would be operating at capacity and an additional gateway into the Cathedral Community from Highway 404 would be required. This took into consideration both future growth in the Cathedral Community and future road improvements, i.e., Markland Street extension north of Major Mackenzie Drive East, widening of Major Mackenzie Drive East from 4 to 6 lanes, and the future widening of Woodbine Avenue from 2 to 4 lanes.

The Ministry of Transportation (MTO) provided comments during the 2009 EA Study that no direct access would be permitted from the proposed ramp extension for the first 400 metres, which covers the entirety of the ramp extension from Major Mackenzie Drive East to Markland Street. In a subsequent 2013 City Staff Report entitled *Highway 404 Ramp Extensions (Highway 7, Major Mackenzie and Elgin Mills) Project Update*, City staff noted that MTO had advised that the ramp extension would need to be one-way northbound only to Markland Street and a southbound connection to Major Mackenzie Drive East would not be permitted.

In summary, the need for the Highway 404 off-ramp extension at Major Mackenzie Drive East identified in the 2009 EA Study, was due to at-capacity conditions in the future conditions 2021 traffic analysis for the Major Mackenzie Drive East / Markland Street intersection. While the improvement of traffic operations at the Highway 404 northbound ramp terminal and at other intersections were listed as an ancillary benefit, these intersections would operate at acceptable levels of service and within capacity without the ramp extension. Additionally, comments provided by the MTO on the one-way directionality and prohibition on new driveway connections would require future uses on the [redacted] lands to take access via Markland Street and direct all new development-generated traffic to and from Markland Street while also accommodating an off-ramp extension that bisects the lands.

3.0 POLICY REVIEW

3.1 FORMER POLICIES

At the time of the 2009 EA Study, the in-force municipal plans and policies were generally accepting of, and in some instances encouraging of, road network expansion as a means of accommodating future population growth and mitigating potentially associated traffic congestion.

Regarding the regional transportation system, the *York Regional Official Plan, 1994* (2008 Office Consolidation) provides the following among its overarching objectives:

- Plan and protect street and road corridors so that they can be developed in a manner that is supportive of the future urban and rural structure of York Region and that can accommodate future transportation demands
- Ensure that roads are improved in a manner that is supportive of all modes of transportation including walking, cycling, automobile, transit and truck and that minimizes conflicts between these different modes
- Increase the total person-carrying and goods-carrying capability of the regional street and road network in a manner that is consistent with the overall goals and objectives of this Plan.

Although the York Regional Official Plan, 1994 and to a lesser extent, the Markham Official Plan, 1987, contained objectives and policies that encouraged economic development, in particular to attract employers

and businesses by ensuring the physical needs of businesses within the Region were met, these policies were very general and did not speak to specific locations for employment uses or the protection of such areas from other land uses.

Regarding the development of transportation systems, the *Town of Markham Official Plan, 1987,* (2005 Office Consolidation) strives to:

- Maximize accessibility to all major areas of employment, commerce, shopping, recreation, and housing; and
- Provide a transportation system which is compatible with and not disruptive of its surrounding environment.

Notably, through its creation and enactment, the *York Region Transportation Master Plan (2002)* aimed to make the best use of existing infrastructure. Similarly, the *Markham Transportation Planning Study, 2002* (the "Markham TPS"), aimed to address potential traffic issues associated with future growth in the Town. The Markham TPS provided four key areas of focus, the most relevant of which are provided below:

- Developing a Road Improvement Plan that focuses on selective new road construction or widenings where accommodation for future transit services is considered, or which provide a high degree of connectivity through Markham or to neighbouring communities.
- Emphasize improving the efficiency of existing roadways through traffic signal modifications, introduction of additional turn lanes, traffic calming measures, and dedicated transit rights-of-way.
- The modification of the 10-Year Capital Plan in partnership with the Region of York to address interim requirements of the road network, particularly those roads which connect to or travel across Highways 404 and 407.

3.2 CURRENT POLICIES

In contrast to many of the policies found in formerly prevailing plans, contemporary plans and policy adopted by York Region and the City of Markham are sensitive to expanding the road network to address evolving transportation needs in the area.

Furthermore, at the time of the 2009 EA Study, none of the in-force regional and local policies had been updated to reflect the new provincial direction regarding the protection and conversion criteria for employment areas that was added to the Planning Act, and part of the 2005 Provincial Policy Statement, and the 2006 Growth Plan for the Greater Golden Horseshoe. These new policies and direction emphasize the importance of lands to be protected for employment uses, particularly adjacent to or with convenient access to major goods facilities and corridors.

The *York Region Official Plan, 2022* ("2022 York OP") delineates employment areas and identifies the lands adjacent to Highway 404, including the lands owned by [redacted] where the proposed extension of the northbound ramp is located, as Employment Areas. Section 4.3 of the 2022 York OP identifies policies for Employment Areas, including the need for local municipalities to make efficient use of existing employment lands and to achieve a minimum overall density target of 55 jobs per hectare in the Highway 404 North Employment Area Zone where the [redacted] lands are located. Development within Employment Areas are to be designed to "minimize surface parking, maximize walkability, provide for a mix of amenities and open access and enhance access and connectivity to a wide range of transportation nodes

including transit and active transportation where appropriate" (Policy 4.3.25) and to "include street patterns and building design and siting that allow for redevelopment and intensification" (Policy 4.3.26).

The 2022 York OP are based on numerous guiding principles, most applicable to this matter is the adoption of enhanced mobility systems that use a "people and transit first approach" to connect land use and transportation planning. The 2022 York OP prioritizes active transportation, transit, and goods movement, and strongly emphasizes reducing demand for services by maximizing the use of existing infrastructure.

The *City of Markham Official Plan, 2014* also includes newer policies regarding the promotion of economic development and competitiveness to meet long-term needs and support a wide range and mix of economic activities. The lands are designated "Service Employment", which applies to lands located along arterial or collector roads that are easily accessible to nearby businesses and in some cases adjacent to residential areas (including the subject lands) that have evolved to accommodate a wider range of uses. Policy 8.5.4.1 states that it is the policy of Council to "provide locations, planned and developed for a range of employment uses, including light industrial and warehousing, office, small-scale retail and service uses serving and supportive of other business uses and employees in Markham, and that may also serve the general public".

Regarding the City's transportation network, it is an objective of the *City of Markham Official Plan, 2014* to develop a system that increases mobility options for all users and begins to correct imbalances previously created through preferential treatment of the private automobile. Furthermore, in 2020, the City declared a climate emergency and committed to measures such as championing alternative, low-carbon transportation methods. The City's *Greenprint, Markham's Sustainability Plan*, *2011*, discussed shifting priorities from moving vehicles to moving people and goods and build and support routes and facilities that make alternatives to the private vehicle fast, convenient, safe and reliable. It also discussed creating policies to ensure that new development and redevelopment focus on the prioritization of pedestrian needs and the viability of multi-modal transportation networks.

The *2022 York Region Transportation Master Plan* ("2022 York Region TMP") acknowledges the necessity of shifting travel modes and behaviours to adequately accommodate the most recent population growth projections for the Region. Notably, the 2022 York Region TMP presents numerous objectives to guide the future road network, the most relevant of which include:

- Make the best use of infrastructure and services;
- Encourage all types of travel; and
- Provide a resilient and adaptable transportation network

The Highway 404 off-ramp extension adversely impacts the development potential of the [redacted] lands and its ability to achieve and / or contribute towards achievement of employment target densities, sustainable built form, and good urban design and active transportation principles of the 2022 York OP and the Markham 2014 Official Plan for Employment Areas. With the evolution of plans and policies developed by the City and Region since 2009, the need for the Highway 404 northbound off-ramp extension at Major Mackenzie Drive East should be re-evaluated within this policy framework to ensure that it remains consistent with their goals and objectives.

4.0 TRAFFIC CONSIDERATIONS

4.1 2009 EA TRAFFIC STUDY ASSUMPTIONS

The 2009 EA Study in-part incorporated the following infrastructure improvements and growth assumptions in its traffic volume forecasts for the 2021 build-out year conditions:

- Widening of Major Mackenzie Drive East from 4 lanes to 6 lanes
- Widening of Woodbine Avenue from 2 lanes to 4 lanes
- 3% annual corridor growth from 2014 to 2021 (7 years), as an extension of the 2014 traffic volume projections provided in the *Traffic Impact Study for the West Cathedral Community* (Chapter 6 in the Master Servicing Plan, 2004) (West Cathedral TIS).

The planned transportation infrastructure in the area has evolved since the completion of the 2009 EA Study. Three mid-block crossings of Highway 404 are currently planned as part of the 2022 York Region TMP at the following locations, and were not considered in the 2009 MCEA:

- Highway 404 North of 16th Avenue
- Highway 404 North of Major Mackenzie Drive
- Highway 404 North of Elgin Mills Road.

These mid-block crossings of Highway 404, particularly north and south of Major Mackenzie Drive East, provide additional east-west road capacity as well as a new gateway into the Cathedraltown employment lands, and the potential to divert traffic from the Major Mackenzie Drive East / Markland Street intersection which would not have been considered in the 2009 EA Study.

4.2 2021 PROJECTED TRAFFIC VOLUMES

The 2009 EA Study prepared traffic forecasts for the 2021 horizon year for two scenarios:

- Scenario 1 where only Markland Street is extended (consistent with existing conditions)
- Scenario 2 where both Markland Street and the northbound Highway 404 off-ramp are extended (scenario currently under consideration)

Traffic counts were undertaken at the Highway 404 northbound off-ramp to Major Mackenzie Drive East and at the Major Mackenzie Drive East / Markland Street intersections on Wednesday April 5, 2023. These traffic volumes are noticeably larger than those observed in 2004-2005 as they reflect the buildout of residential and employment lands within the area.

However, they are noticeably less than the 2021 traffic forecasts prepared as part of the 2009 EA Study. A comparison of the Scenario 1 weekday morning peak hour traffic forecast and the existing 2023 traffic counts are summarized for the Major Mackenzie Drive East at the Highway 404 Northbound Ramp Terminal and Markland Street intersections in **Table 1** and **Table 2**, respectively. These counts are attached for reference.

TABLE 1 MAJOR MACKENZIE DRIVE E / HIGHWAY 404 NORTHBOUND RAMP TERMINAL (AM)

Movement	2021 Traffic Forecast (From 2009 EA Study)	2023 Traffic Count	Difference
EBT	1,170	811	**-359**
EBR	324	148	**-176**
WBT	2,459	2,011	**-448**
WBR	293	189	**-104**
NBL	990	458	**-532**
NBR	1,099	380	**-719**
Total	**6,335**	**3,997**	**-2,338**

TABLE 2 MAJOR MACKENZIE DRIVE E / MARKLAND STREET (AM)

Movement	2021 Traffic Forecast (From 2009 EA Study)	2023 Traffic Count	Difference
EBL	295	94	**-201**
EBT	1,317	754	**-563**
EBR	793	338	**-455**
WBL	171	84	**-87**
WBT	2,163	1,575	**-588**
WBR	122	18	**-104**
NBL	317	174	**-143**
NBT	24	41	**17**
NBR	38	21	**-17**
SBL	62	47	**-15**
SBT	18	218	**200**
SBR	272	453	**181**
Total	**5,592**	**3,817**	**-1,775**

At the Major Mackenzie Drive East / Highway 404 Northbound Ramp Terminal intersection, traffic volumes are 2,338 vehicles less overall in the weekday morning peak hour, approximately 63% of the 2009 EA Study traffic forecasts. At the Major Mackenzie Drive East / Markland Street intersection, traffic volumes are 1,775 vehicles less overall in the weekday morning peak hour, approximately 68% of the 2009 EA Study traffic forecasts.

It is acknowledged that the 2023 traffic counts do not account for all future development in the area, notably the Cathedraltown employment lands. However, the observed differences indicate that a review of the traffic forecasts, traffic analysis, and need for the Highway 404 northbound off-ramp extension would be prudent.

5.0 SUMMARY

1. The City is undertaking an Addendum Study for the previously completed and approved 2009 Environmental Assessment Study proposing an extension of the Highway 404 northbound off-ramp at Major Mackenzie Drive East to Markland Street.

2. The rationale for this ramp extension in the 2009 EA Study was the at-capacity operations of the Major Mackenzie Drive East / Markland Street intersection for the 2021 horizon year. It is our understanding that the City does not intend to revisit the need and justification for the ramp extension as part of the Addendum Study.

3. The MTO provided comments on the 2009 EA Study indicating that direct access to the proposed off-ramp extension would not be permitted, and that the ramp extension must operate as a one-way northbound-only road. This limits the potential transportation benefits for area developments including on the [redacted] lands that were intended to benefit from this ramp extension.

4. The 2023 MCEA Manual states that the planning and design process, including Phase 1: Problem or Opportunity, should be reviewed to ensure that the project is still valid within the current planning context when an addendum is being undertaken for an EA study completed over 10 years ago.

5. A cursory comparison of City and Regional plans and policies between 2009 and the present indicate an evolution in municipal goals and objectives to prioritizing non-auto modes of transportation, moving people rather than vehicles, maximizing the use of existing transportation infrastructure, and achieving minimum job density targets.

6. Since the 2009 EA Study, new mid-block crossings of Highway 404, notably north and south of Major Mackenzie Drive East form part of the York Region Transportation Master Plan which provide an alternative gateway into the Cathedraltown employment lands and the potential to divert east-west traffic away from Major Mackenzie Drive East.

7. A comparison of 2023 existing traffic volumes to the 2021 traffic forecasts prepared as part of the 2009 EA Study indicates that traffic volumes at the Major Mackenzie Drive East intersections at the Highway 404 northbound off-ramp terminal and Markland Street today are over 30% less than expected, acknowledging that some development lands in the area have not yet been built-out.

8. For these reasons outlined above, we request that the need and justification for the Highway 404 northbound off-ramp extension from Major Mackenzie Drive East to Markland Street be re-evaluated as part of the Addendum Study.

Spectrum

Turning Movement Count
Location Name: HIGHWAY 404 NORTHBOUND ON/OFF RAMPS & MAJOR MACKENZIE DR
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (1 . HIGHWAY 404 NORTHBOUND ON/OFF RAMPS & MAJOR MACKENZIE DR)

Start Time	N Approach HWY 404 NB ON RAMP (WB MAJOR MACKENZIE DR)			E Approach MAJOR MACKENZIE DR					S Approach HWY 404 NB OFF RAMP					W Approach MAJOR MACKENZIE DR					SW Approach HWY 404 NB ON RAMP (EB MAJOR MACKENZIE DR)			Int. Total (15 min)	Int. Total (1 hr)
	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Bear Right W:SW	Thru W:E	UTurn W:W	Peds W:	Approach Total	UTurn SW:SW	Peds SW:	Approach Total		
07:00:00	0	0	0	33	299	0	0	332	53	83	0	0	136	24	127	0	0	151	0	0	0	619	
07:15:00	0	0	0	30	358	0	0	388	63	80	0	0	143	30	139	0	0	169	0	0	0	700	
07:30:00	0	0	0	50	358	0	0	408	99	121	0	0	220	49	171	0	0	220	0	0	0	848	
07:45:00	0	0	0	44	474	0	0	518	103	131	0	0	234	34	204	0	0	238	0	0	0	990	3157
08:00:00	0	0	0	46	506	0	0	552	102	107	0	0	209	46	194	0	0	240	0	0	0	1001	3539
08:15:00	0	0	0	37	492	0	0	529	104	122	0	0	226	31	189	0	0	220	0	0	0	975	3814
08:30:00	0	0	0	52	547	0	0	599	92	100	0	0	192	40	196	1	0	237	0	0	0	1028	3994
08:45:00	0	0	0	54	466	0	0	520	82	129	0	0	211	31	232	0	0	263	0	0	0	994	3998
BREAK																							
16:00:00	0	0	0	98	329	0	0	427	78	86	0	0	164	88	280	0	0	368	0	0	0	959	
16:15:00	0	0	0	66	350	0	0	416	106	78	0	0	184	88	319	0	0	407	0	0	0	1007	
16:30:00	0	0	0	83	341	0	0	424	103	98	0	0	201	95	307	0	0	402	0	0	0	1027	
16:45:00	0	0	0	90	301	0	0	391	81	92	0	0	173	75	357	1	0	433	0	0	0	997	3990
17:00:00	0	0	0	97	320	0	0	417	92	96	0	0	188	95	305	0	0	400	0	0	0	1005	4036
17:15:00	0	0	0	96	316	0	0	412	109	99	0	1	208	92	402	0	0	494	0	0	0	1114	4143
17:30:00	0	0	0	91	338	0	0	429	105	92	0	0	197	90	309	0	0	399	0	0	0	1025	4141
17:45:00	0	0	0	83	316	0	0	399	120	114	0	0	234	64	293	0	0	357	0	0	0	990	4134
Grand Total	0	0	0	1050	6111	0	0	7161	1492	1628	0	1	3120	972	4024	2	0	4998	0	0	0	**15279**	-
Approach%	0%		-	14.7%	85.3%	0%		-	47.8%	52.2%	0%		-	19.4%	80.5%	0%		-	0%		-	**-**	-
Totals %	0%		0%	6.9%	40%	0%		46.9%	9.8%	10.7%	0%		20.4%	6.4%	26.3%	0%		32.7%	0%		0%	**-**	-
Heavy	0		-	19	110	0		-	39	41	0		-	21	77	0		-	0		-	**-**	-
Heavy %	0%		-	1.8%	1.8%	0%		-	2.6%	2.5%	0%		-	2.2%	1.9%	0%		-	0%		-	**-**	-
Bicycles	-		-	-	-	-		-	-	-	-		-	-	-	-		-	-		-	**-**	-
Bicycle %	-		-	-	-	-		-	-	-	-		-	-	-	-		-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: HIGHWAY 404 NORTHBOUND ON/OFF RAMPS & MAJOR MACKENZIE DR
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Moderate Rain (3.32 °C)

Start Time	N Approach HWY 404 NB ON RAMP (WB MAJOR MACKENZIE DR)			E Approach MAJOR MACKENZIE DR					S Approach HWY 404 NB OFF RAMP					W Approach MAJOR MACKENZIE DR					SW Approach HWY 404 NB ON RAMP (EB MAJOR MACKENZIE DR)			Int. Total (15 min)
	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Bear Right	Thru	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	
08:00:00	0	0	0	46	506	0	0	552	102	107	0	0	209	46	194	0	0	240	0	0	0	1001
08:15:00	0	0	0	37	492	0	0	529	104	122	0	0	226	31	189	0	0	220	0	0	0	975
08:30:00	0	0	0	52	547	0	0	599	92	100	0	0	192	40	196	1	0	237	0	0	0	1028
08:45:00	0	0	0	54	466	0	0	520	82	129	0	0	211	31	232	0	0	263	0	0	0	994
Grand Total	0	0	0	189	2011	0	0	2200	380	458	0	0	838	148	811	1	0	960	0	0	0	**3998**
Approach%	0%		-	8.6%	91.4%	0%		-	45.3%	54.7%	0%		-	15.4%	84.5%	0.1%		-	0%		-	**-**
Totals %	0%		0%	4.7%	50.3%	0%		55%	9.5%	11.5%	0%		21%	3.7%	20.3%	0%		24%	0%		0%	**-**
PHF	0		0	0.88	0.92	0		0.92	0.91	0.89	0		0.93	0.8	0.87	0.25		0.91	0		0	**-**
Heavy	0		0	6	38	0		44	19	21	0		40	5	21	0		26	0		0	**-**
Heavy %	0%		0%	3.2%	1.9%	0%		2%	5%	4.6%	0%		4.8%	3.4%	2.6%	0%		2.7%	0%		0%	**-**
Lights	0		0	183	1973	0		2156	361	437	0		798	143	790	1		934	0		0	**-**
Lights %	0%		0%	96.8%	98.1%	0%		98%	95%	95.4%	0%		95.2%	96.6%	97.4%	100%		97.3%	0%		0%	**-**
Single-Unit Trucks	0		0	5	21	0		26	16	10	0		26	3	6	0		9	0		0	**-**
Single-Unit Trucks %	0%		0%	2.6%	1%	0%		1.2%	4.2%	2.2%	0%		3.1%	2%	0.7%	0%		0.9%	0%		0%	**-**
Buses	0		0	0	9	0		9	2	4	0		6	1	9	0		10	0		0	**-**
Buses %	0%		0%	0%	0.4%	0%		0.4%	0.5%	0.9%	0%		0.7%	0.7%	1.1%	0%		1%	0%		0%	**-**
Articulated Trucks	0		0	1	8	0		9	1	7	0		8	1	6	0		7	0		0	**-**
Articulated Trucks %	0%		0%	0.5%	0.4%	0%		0.4%	0.3%	1.5%	0%		1%	0.7%	0.7%	0%		0.7%	0%		0%	**-**
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	0	-	**-**
Pedestrians%	-	0%		-	-	-	0%		-	-	-	0%		-	-	-	0%		-	0%		**-**

Spectrum

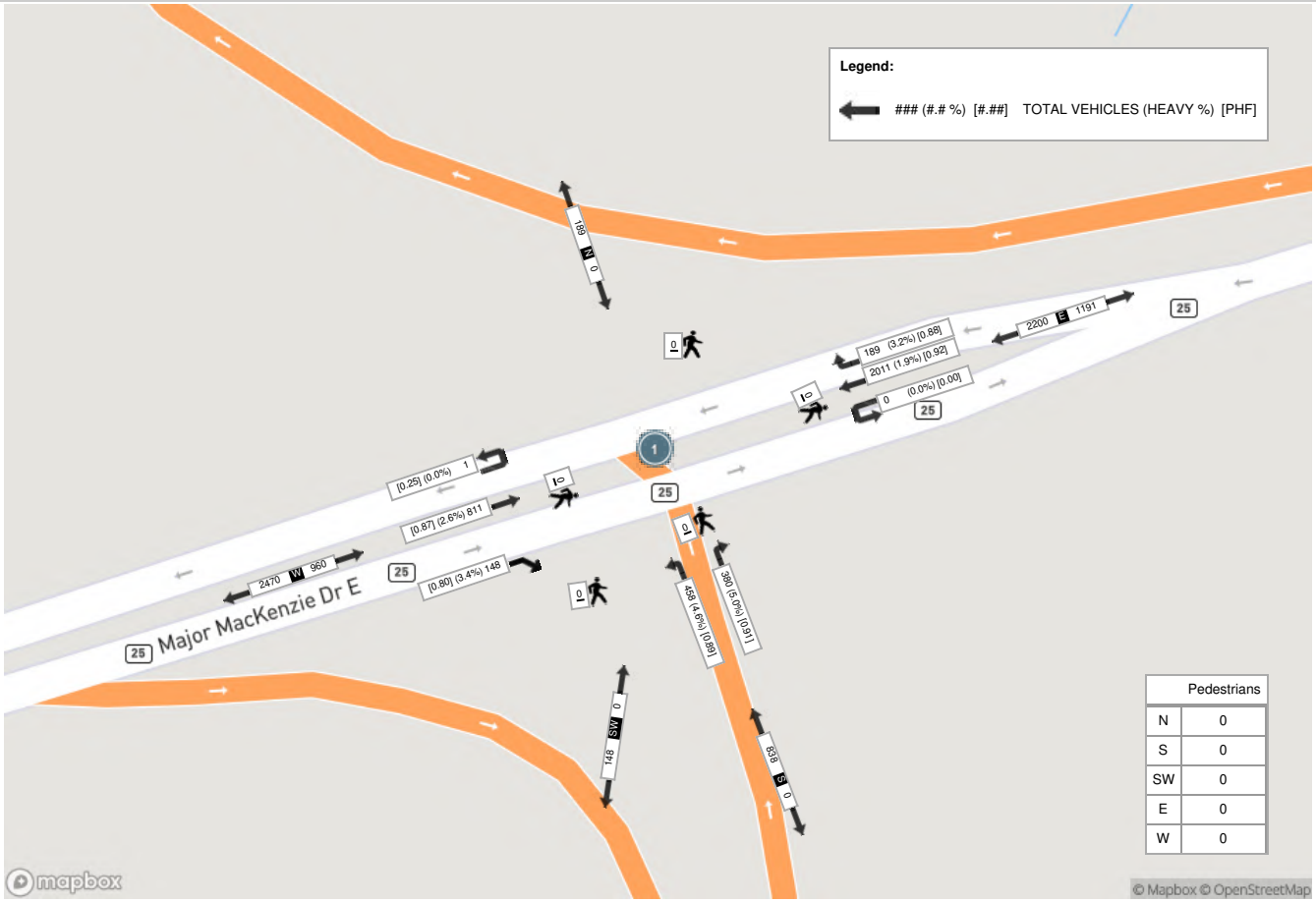
Turning Movement Count
Location Name: HIGHWAY 404 NORTHBOUND ON/OFF RAMPS & MAJOR MACKENZIE DR
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

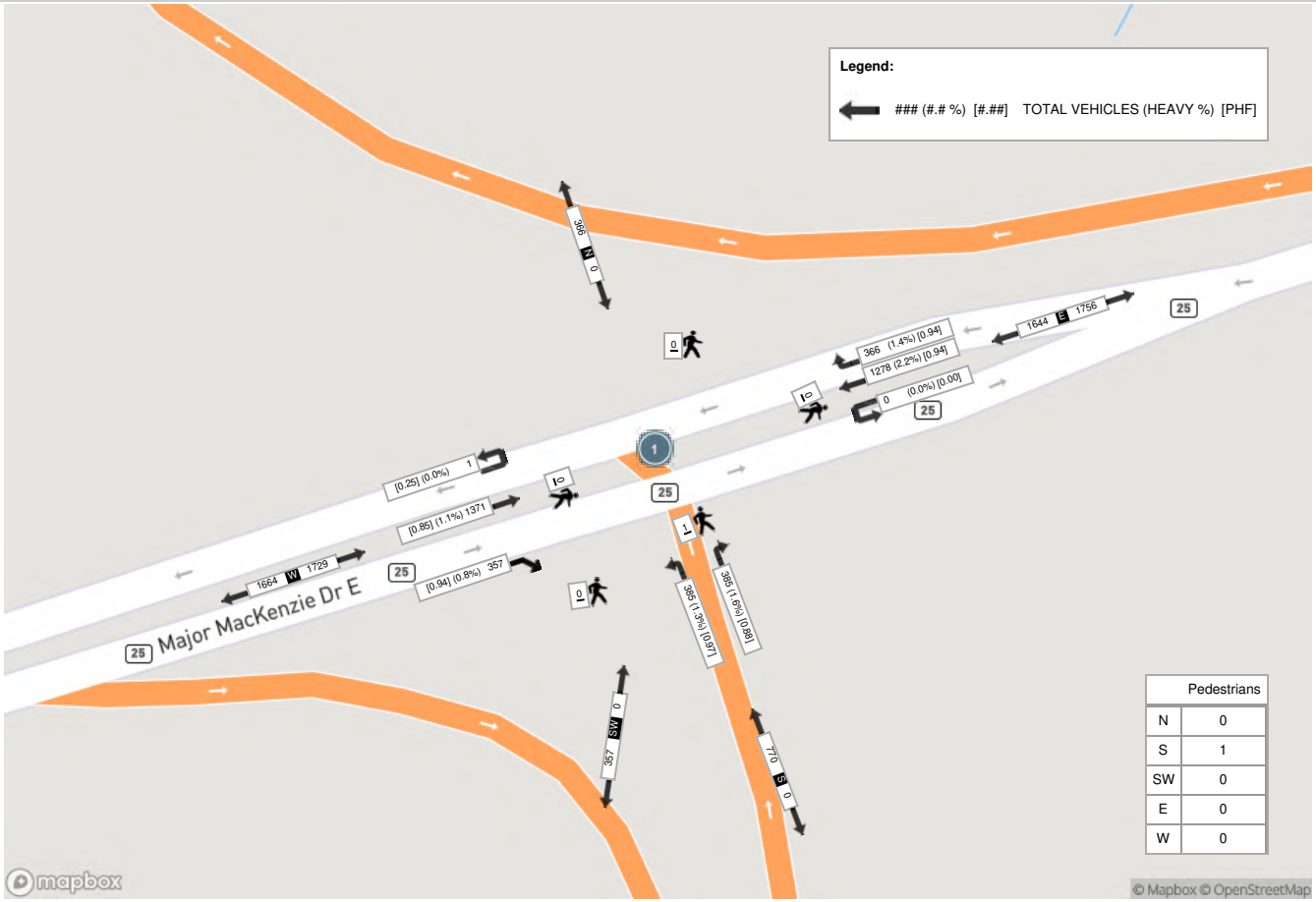
Peak Hour: 04:30 PM - 05:30 PM Weather: Light Rain (5.91 °C)

Start Time	N Approach HWY 404 NB ON RAMP (WB MAJOR MACKENZIE DR)			E Approach MAJOR MACKENZIE DR					S Approach HWY 404 NB OFF RAMP					W Approach MAJOR MACKENZIE DR					SW Approach HWY 404 NB ON RAMP (EB MAJOR MACKENZIE DR)			Int. Total (15 min)
	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Bear Right	Thru	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	
16:30:00	0	0	0	83	341	0	0	424	103	98	0	0	201	95	307	0	0	402	0	0	0	1027
16:45:00	0	0	0	90	301	0	0	391	81	92	0	0	173	75	357	1	0	433	0	0	0	997
17:00:00	0	0	0	97	320	0	0	417	92	96	0	0	188	95	305	0	0	400	0	0	0	1005
17:15:00	0	0	0	96	316	0	0	412	109	99	0	1	208	92	402	0	0	494	0	0	0	1114
Grand Total	0	0	0	366	1278	0	0	1644	385	385	0	1	770	357	1371	1	0	1729	0	0	0	**4143**
Approach%	0%		-	22.3%	77.7%	0%		-	50%	50%	0%		-	20.6%	79.3%	0.1%		-	0%		-	**-**
Totals %	0%		0%	8.8%	30.8%	0%		39.7%	9.3%	9.3%	0%		18.6%	8.6%	33.1%	0%		41.7%	0%		0%	**-**
PHF	0		0	0.94	0.94	0		0.97	0.88	0.97	0		0.93	0.94	0.85	0.25		0.88	0		0	**-**
Heavy	0		0	5	28	0		33	6	5	0		11	3	15	0		18	0		0	**-**
Heavy %	0%		0%	1.4%	2.2%	0%		2%	1.6%	1.3%	0%		1.4%	0.8%	1.1%	0%		1%	0%		0%	**-**
Lights	0		0	361	1250	0		1611	379	380	0		759	354	1356	1		1711	0		0	**-**
Lights %	0%		0%	98.6%	97.8%	0%		98%	98.4%	98.7%	0%		98.6%	99.2%	98.9%	100%		99%	0%		0%	**-**
Single-Unit Trucks	0		0	1	15	0		16	4	0	0		4	2	6	0		8	0		0	**-**
Single-Unit Trucks %	0%		0%	0.3%	1.2%	0%		1%	1%	0%	0%		0.5%	0.6%	0.4%	0%		0.5%	0%		0%	**-**
Buses	0		0	0	9	0		9	0	1	0		1	1	9	0		10	0		0	**-**
Buses %	0%		0%	0%	0.7%	0%		0.5%	0%	0.3%	0%		0.1%	0.3%	0.7%	0%		0.6%	0%		0%	**-**
Articulated Trucks	0		0	4	4	0		8	2	4	0		6	0	0	0		0	0		0	**-**
Articulated Trucks %	0%		0%	1.1%	0.3%	0%		0.5%	0.5%	1%	0%		0.8%	0%	0%	0%		0%	0%		0%	**-**
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	0	-	**-**
Pedestrians%	-	0%		-	-	-	0%		-	-	-	100%		-	-	-	0%		-	0%		**-**

Peak Hour: 08:00 AM - 09:00 AM **Weather: Moderate Rain (3.32 °C)**



Peak Hour: 04:30 PM - 05:30 PM **Weather: Light Rain (5.91 °C)**



Spectrum

Turning Movement Count
Location Name: MAJOR MACKENZIE DR & MARKLAND ST
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (2 . MAJOR MACKENZIE DR & MARKLAND ST)

Start Time	N Approach MARKLAND ST						E Approach MAJOR MACKENZIE DR						S Approach MARKLAND ST						W Approach MAJOR MACKENZIE DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	42	6	3	0	1	51	2	254	7	0	0	263	13	1	40	0	0	54	43	136	9	0	1	188	556	
07:15:00	42	10	2	0	0	54	3	333	12	0	1	348	12	8	21	0	0	41	50	134	15	0	0	199	642	
07:30:00	62	12	3	0	0	77	2	323	13	0	4	338	6	2	23	0	0	31	57	190	22	0	0	269	715	
07:45:00	84	28	7	0	0	119	3	404	29	0	1	436	3	3	32	0	3	38	97	205	17	0	0	319	912	2825
08:00:00	100	47	11	0	0	158	4	407	26	0	0	437	2	6	36	0	1	44	89	179	15	0	0	283	922	3191
08:15:00	121	56	16	0	1	193	5	362	26	0	1	393	9	12	47	0	1	68	88	192	22	0	1	302	956	3505
08:30:00	126	49	13	0	0	188	3	442	19	0	1	464	6	12	49	0	0	67	82	185	26	0	0	293	1012	3802
08:45:00	106	66	7	0	0	179	6	364	13	0	2	383	4	11	42	1	1	58	79	198	31	1	0	309	929	3819
BREAK																										
16:00:00	40	8	11	0	0	59	13	311	1	0	2	325	23	25	78	0	2	126	28	277	44	0	0	349	859	
16:15:00	53	9	9	0	1	71	11	300	3	0	0	314	16	11	58	0	0	85	34	349	55	0	0	438	908	
16:30:00	49	10	13	0	0	72	11	287	1	0	2	299	57	32	82	0	4	171	37	324	64	0	0	425	967	
16:45:00	44	6	11	1	0	62	6	276	5	0	1	287	23	27	85	0	1	135	32	347	48	0	0	427	911	3645
17:00:00	45	10	7	0	1	62	4	282	5	0	0	291	24	16	88	0	0	128	45	318	40	0	1	403	884	3670
17:15:00	52	6	14	0	1	72	12	270	5	0	2	287	24	20	83	0	1	127	39	375	60	0	1	474	960	3722
17:30:00	43	8	21	1	2	73	5	307	4	0	1	316	10	18	83	0	2	111	38	344	52	0	2	434	934	3689
17:45:00	52	8	9	0	2	69	14	293	3	0	3	310	10	19	57	0	2	86	44	311	59	0	1	414	879	3657
Grand Total	1061	339	157	2	9	1559	104	5215	172	0	21	5491	242	223	904	1	18	1370	882	4064	579	1	7	5526	**13946**	-
Approach%	68.1%	21.7%	10.1%	0.1%		-	1.9%	95%	3.1%	0%		-	17.7%	16.3%	66%	0.1%		-	16%	73.5%	10.5%	0%		-	**-**	-
Totals %	7.6%	2.4%	1.1%	0%		11.2%	0.7%	37.4%	1.2%	0%		39.4%	1.7%	1.6%	6.5%	0%		9.8%	6.3%	29.1%	4.2%	0%		39.6%	**-**	-
Heavy	11	5	6	0		-	2	89	10	0		-	12	4	29	0		-	32	76	5	0		-	**-**	-
Heavy %	1%	1.5%	3.8%	0%		-	1.9%	1.7%	5.8%	0%		-	5%	1.8%	3.2%	0%		-	3.6%	1.9%	0.9%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: MAJOR MACKENZIE DR & MARKLAND ST
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:00 AM - 09:00 AM **Weather: Moderate Rain (3.32 °C)**

Start Time	N Approach MARKLAND ST						E Approach MAJOR MACKENZIE DR						S Approach MARKLAND ST						W Approach MAJOR MACKENZIE DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	100	47	11	0	0	158	4	407	26	0	0	437	2	6	36	0	1	44	89	179	15	0	0	283	922
08:15:00	121	56	16	0	1	193	5	362	26	0	1	393	9	12	47	0	1	68	88	192	22	0	1	302	956
08:30:00	126	49	13	0	0	188	3	442	19	0	1	464	6	12	49	0	0	67	82	185	26	0	0	293	1012
08:45:00	106	66	7	0	0	179	6	364	13	0	2	383	4	11	42	1	1	58	79	198	31	1	0	309	929
Grand Total	453	218	47	0	1	718	18	1575	84	0	4	1677	21	41	174	1	3	237	338	754	94	1	1	1187	**3819**
Approach%	63.1%	30.4%	6.5%	0%		-	1.1%	93.9%	5%	0%		-	8.9%	17.3%	73.4%	0.4%		-	28.5%	63.5%	7.9%	0.1%		-	**-**
Totals %	11.9%	5.7%	1.2%	0%		18.8%	0.5%	41.2%	2.2%	0%		43.9%	0.5%	1.1%	4.6%	0%		6.2%	8.9%	19.7%	2.5%	0%		31.1%	**-**
PHF	0.9	0.83	0.73	0		0.93	0.75	0.89	0.81	0		0.9	0.58	0.85	0.89	0.25		0.87	0.95	0.95	0.76	0.25		0.96	**-**
Heavy	4	3	3	0		10	0	32	0	0		32	6	0	8	0		14	8	28	2	0		38	**-**
Heavy %	0.9%	1.4%	6.4%	0%		1.4%	0%	2%	0%	0%		1.9%	28.6%	0%	4.6%	0%		5.9%	2.4%	3.7%	2.1%	0%		3.2%	**-**
Lights	449	215	44	0		708	18	1543	84	0		1645	15	41	166	1		223	330	726	92	1		1149	**-**
Lights %	99.1%	98.6%	93.6%	0%		98.6%	100%	98%	100%	0%		98.1%	71.4%	100%	95.4%	100%		94.1%	97.6%	96.3%	97.9%	100%		96.8%	**-**
Single-Unit Trucks	4	1	1	0		6	0	18	0	0		18	0	0	5	0		5	5	15	1	0		21	**-**
Single-Unit Trucks %	0.9%	0.5%	2.1%	0%		0.8%	0%	1.1%	0%	0%		1.1%	0%	0%	2.9%	0%		2.1%	1.5%	2%	1.1%	0%		1.8%	**-**
Buses	0	1	2	0		3	0	11	0	0		11	6	0	1	0		7	1	9	1	0		11	**-**
Buses %	0%	0.5%	4.3%	0%		0.4%	0%	0.7%	0%	0%		0.7%	28.6%	0%	0.6%	0%		3%	0.3%	1.2%	1.1%	0%		0.9%	**-**
Articulated Trucks	0	1	0	0		1	0	3	0	0		3	0	0	2	0		2	2	4	0	0		6	**-**
Articulated Trucks %	0%	0.5%	0%	0%		0.1%	0%	0.2%	0%	0%		0.2%	0%	0%	1.1%	0%		0.8%	0.6%	0.5%	0%	0%		0.5%	**-**
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	-	11.1%		-	-	-	-	44.4%		-	-	-	-	33.3%		-	-	-	-	11.1%		**-**

Spectrum

Turning Movement Count
Location Name: MAJOR MACKENZIE DR & MARKLAND ST
Date: Wed, Apr 05, 2023 Deployment Lead: Walter Fugaj

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:30 PM - 05:30 PM Weather: Light Rain (5.91 °C)

Start Time	N Approach MARKLAND ST						E Approach MAJOR MACKENZIE DR						S Approach MARKLAND ST						W Approach MAJOR MACKENZIE DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:30:00	49	10	13	0	0	72	11	287	1	0	2	299	57	32	82	0	4	171	37	324	64	0	0	425	967
16:45:00	44	6	11	1	0	62	6	276	5	0	1	287	23	27	85	0	1	135	32	347	48	0	0	427	911
17:00:00	45	10	7	0	1	62	4	282	5	0	0	291	24	16	88	0	0	128	45	318	40	0	1	403	884
17:15:00	52	6	14	0	1	72	12	270	5	0	2	287	24	20	83	0	1	127	39	375	60	0	1	474	960
Grand Total	190	32	45	1	2	268	33	1115	16	0	5	1164	128	95	338	0	6	561	153	1364	212	0	2	1729	**3722**
Approach%	70.9%	11.9%	16.8%	0.4%		-	2.8%	95.8%	1.4%	0%		-	22.8%	16.9%	60.2%	0%		-	8.8%	78.9%	12.3%	0%		-	**-**
Totals %	5.1%	0.9%	1.2%	0%		7.2%	0.9%	30%	0.4%	0%		31.3%	3.4%	2.6%	9.1%	0%		15.1%	4.1%	36.6%	5.7%	0%		46.5%	**-**
PHF	0.91	0.8	0.8	0.25		0.93	0.69	0.97	0.8	0		0.97	0.56	0.74	0.96	0		0.82	0.85	0.91	0.83	0		0.91	**-**
Heavy	1	1	1	0		3	0	24	5	0		29	0	2	7	0		9	8	12	2	0		22	**-**
Heavy %	0.5%	3.1%	2.2%	0%		1.1%	0%	2.2%	31.3%	0%		2.5%	0%	2.1%	2.1%	0%		1.6%	5.2%	0.9%	0.9%	0%		1.3%	**-**
Lights	189	31	44	1		265	33	1091	11	0		1135	128	93	331	0		552	145	1352	210	0		1707	**-**
Lights %	99.5%	96.9%	97.8%	100%		98.9%	100%	97.8%	68.8%	0%		97.5%	100%	97.9%	97.9%	0%		98.4%	94.8%	99.1%	99.1%	0%		98.7%	**-**
Single-Unit Trucks	1	1	1	0		3	0	11	1	0		12	0	2	3	0		5	5	4	2	0		11	**-**
Single-Unit Trucks %	0.5%	3.1%	2.2%	0%		1.1%	0%	1%	6.3%	0%		1%	0%	2.1%	0.9%	0%		0.9%	3.3%	0.3%	0.9%	0%		0.6%	**-**
Buses	0	0	0	0		0	0	9	4	0		13	0	0	0	0		0	1	8	0	0		9	**-**
Buses %	0%	0%	0%	0%		0%	0%	0.8%	25%	0%		1.1%	0%	0%	0%	0%		0%	0.7%	0.6%	0%	0%		0.5%	**-**
Articulated Trucks	0	0	0	0		0	0	4	0	0		4	0	0	4	0		4	2	0	0	0		2	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.3%	0%	0%	1.2%	0%		0.7%	1.3%	0%	0%	0%		0.1%	**-**
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	2	-	**-**
Pedestrians%	-	-	-	-	13.3%		-	-	-	-	33.3%		-	-	-	-	40%		-	-	-	-	13.3%		**-**

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:00 AM - 09:00 AM **Weather: Moderate Rain (3.32 °C)**



BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:30 PM - 05:30 PM **Weather: Light Rain (5.91 °C)**



From: Voytenkov (in), Catherine <cvoytenkov@ FNET.com>
Sent: Tuesday, May , 2023 :24 AM
To: [redacted] Furfurica, Silvia <sfurfurica@ FNET.com>
Cc: Roberts, Andrew <anroberts@ FNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

ood Morning [redacted]

Following up on this. Will you be able to provide comments this week

Thanks,

Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: [redacted]
Sent: Wednesday, May 3, 2023 8:22 AM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Silvia,

Apologies for the delay in my response as I was away on vacation for part of April.

I wanted to advise that we will be submitting comments to your attention this week.

Regards,

[redacted]

[redacted]

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Monday, April 10, 2023 10:53 AM
To: [redacted]
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning [redacted]

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
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Utilities

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:29 PM
To: anton.thangarajah@bell.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Anton,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:30 PM
To: Info@fvbenergy.com
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:29 PM
To: Carmela.Felepchuk@rci.rogers.com
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Carmela,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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From: Furfurica, Silvia
Sent: Wednesday, April 5, 2023 2:29 PM
To: arhynold@tnpi.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Wat, Samson; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Afternoon Alyssa,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Please refer to attached notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **April 26, 2023.**

Thank you,
Silvia

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Engagement with Indigenous Communities

Project Update Letter - May 10, 2023

GANNETT FLEMING

Alderville First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 10:04 AM
To: dmowat@alderville.ca; dave.simpson@alderville.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Alderville FN.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf

Good Morning Chief Mowat,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Beausoleil First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 10:03 AM
To: jsandy@chimnissing.ca; executiveassistant@chimnissing.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Beausoleil FN.pdf

Good Morning Chief Sandy,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Chippewas of Georgina Island First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:59 AM
To: donna.bigcanoe@georginaisland.com; natasha.charles@georginaisland.com
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Chippewas of Georgina Island FN.pdf

Good Morning Chief Big Canoe,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Chippewas of Rama First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 10:07 AM
To: chief@ramafirstnation.ca; cathye@ramafirstnation.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - The Chippewas of Rama First Nation.pdf

Good Morning Chief Williams,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Curve Lake First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:56 AM
To: JulieK@curvelake.ca; keithk@curvelake.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Curve Lake FN.pdf

Good Morning Chief Knott,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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Hiawatha First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:54 AM
To: chiefcarr@hiawathafn.ca; tcowie@hiawathafn.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Hiawatha FN.pdf

Good Morning Chief Carr,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Huron-Wendat Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:21 AM
To: tina.durand@cnhw.qc.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Huron Wendat.pdf

Good Morning Tina,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Mississaugas of the Credit First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:17 AM
To: Stacey.Laforme@mncfn.ca; Fawn.Sault@mncfn.ca
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Mississaugas of the Credit FN.pdf

Good Morning Chief Stacey R. Laforme,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Mississaugas of Scugog Island First Nation

GANNETT FLEMING

From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:53 AM
To: klarocca@scugogfirstnation.com
Cc: Roberts, Andrew; Voytenkov (Jin), Catherine; Alberto Lim; k.a.sandy-mckenzie@rogers.com
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Attachments: City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Drive Notice.pdf; City of Markham - Hwy 404 Ramp Extension at Major Mackenzie Dr - Commencement Letter - Mississaugas of Scugog Island.pdf

Good Morning Chief LaRocca,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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Engagement with Indigenous Communities

Follow-up Project Update Letter, Stage 1-2 Archaeological Assessment, & Draft ESR Addendum

GANNETT FLEMING

Alderville First Nation

GANNETT FLEMING

From: Julie Kapyrka <jkapyrka@alderville.ca>
Sent: Wednesday, August 13, 2025 11:38 AM
To: Miljus, Alexia L <amiljus@gfnet.com>
Cc: Taynar Simpson <tsimpson@alderville.ca>
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaniin,

Please see attached.

Miigwech,

Dr. Julie Kapyrka
Consultation Manager

Administration Office
11696 Second Line Rd.
Roseneath, ON K0K 2X0
Office: 905-352-2662
jkapyrka@alderville.ca

From:	Miljus, Alexia L
To:	tsimpson@alderville.ca
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:40:32 PM

Good Afternoon Chief Simpson,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:10 PM
To: tsimpson@alderville.ca <tsimpson@alderville.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chief Simpson,

The City of Markham has recommenced the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there

has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

In the meantime, we would like to note that the areas potentially to be impacted by this project had previously undergone an archaeological assessment. A Stage 1-2 Archaeological Assessment was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 10:04 AM

To: dmowat@alderville.ca <dmowat@alderville.ca>; dave.simpson@alderville.ca <dave.simpson@alderville.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief Mowat,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



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We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Beausoleil First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	jsandy@chimnissing.ca; executiveassistant@chimnissing.ca
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:41:42 PM

Good Afternoon Chief Sandy,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

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Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:10 PM
To: jsandy@chimnissing.ca <jsandy@chimnissing.ca>; executiveassistant@chimnissing.ca <executiveassistant@chimnissing.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chief Sandy,

The City of Markham has recommenced the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009

following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

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Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Furfurica, Silvia

Sent: Wednesday, May 10, 2023 10:02 AM
To: jsandy@chimnissing.ca <jsandy@chimnissing.ca>; executiveassistant@chimnissing.ca <executiveassistant@chimnissing.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief Sandy,

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Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



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Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

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This Notice first issued April 5, 2023.

Chippewas of Georgina Island First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	JL Porte; natasha.charles@georginaislan.com
Cc:	Leung, Andrea; Voytenkov, Catherine; Chong, Laura; Wat, Samson; k.a.sandy-mckenzie@rogers.com
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:42:42 PM
Attachments:	image001.png

Good Afternoon Natasha & JL,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:11 PM
To: JL Porte <jl.porte@georginaisland.com>; natasha.charles@georginaislan.com <natasha.charles@georginaislan.com>
Cc: Leung, Andrea <aleung@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Natasha & JL,

As you are aware, the City of Markham has recommenced the Highway 404 ramp extension at

Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

In the meantime, we would like to note that the areas potentially to be impacted by this project had previously undergone an archaeological assessment. A Stage 1-2 Archaeological Assessment was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
O 647.480.1036 | **C** 416.276.3096 | amiljus@gfnet.com
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From: JL Porte <jl.porte@georginaisland.com>
Sent: Tuesday, May 16, 2023 10:37 AM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com
Subject: FW: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Hello Sylvia,

Looking at the map, it appears that the south east corner would hold archaeological potential.

Miigwech,
JL Porte
Community Consultation Worker
Chippewas of Georgina Island First Nation

GEORGINA ISLAND

From: Natasha Charles <natasha.charles@georginaisland.com>
Sent: Wednesday, May 10, 2023 10:00 AM
To: JL Porte <jl.porte@georginaisland.com>
Subject: FW: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

---

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 10, 2023 8:58:32 AM (UTC-06:00) Central Time (US & Canada)
To: Chief Donna Big Canoe <donna.bigcanoe@georginaisland.com>; Natasha Charles <natasha.charles@georginaisland.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief Big Canoe,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

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This Notice first issued April 5, 2023.

Chippewas of Rama First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	Dillon Bickell; Voytenkov, Catherine; Leung, Andrea; Chong, Laura; swat@markham.ca
Cc:	Community Consultation
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Tuesday, September 2, 2025 9:53:33 AM

Good Morning Dillion,

Appreciate the confirmation and thank you for your engagement in this project. We will continue to keep you informed as the project progresses.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Dillon Bickell <dillonb@ramafirstnation.ca>
Sent: Tuesday, September 02, 2025 9:12 AM
To: Miljus, Alexia L <amiljus@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; swat@markham.ca <swat@markham.ca>
Cc: Community Consultation <consultation@ramafirstnation.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Aaniin Alexia,

Miigwech for the follow up, we do not have any comments at this time.

Miigwech,

Dillon

Dillon Bickell, C.E.T. (he/him)
Community Consultation Worker, Legal
Chippewas of Rama First Nation

(ph) 705-325-3611, 1633
(cell) 705-238-7111
(fax) 705-325-0879
(url) www.ramafirstnation.ca

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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Thursday, August 28, 2025 3:48 PM
To: Dillon Bickell <dillonb@ramafirstnation.ca>; Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; swat@markham.ca
Cc: Community Consultation <consultation@ramafirstnation.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Dillon,

As you know, the Draft ESR Addendum was circulated to on August 14, 2025, with comments requested by **today**.

As we move toward finalizing the Addendum, we are following up to confirm whether you have any comments or feedback to provide. While the comment period is now closing, we would still welcome any input you wish to share as soon as possible so it can be considered in the next steps of the process.

Thank you for your engagement in this project.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Thursday, August 14, 2025 11:02 AM
To: Dillon Bickell <dillonb@ramafirstnation.ca>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; swat@markham.ca <swat@markham.ca>
Cc: Community Consultation <consultation@ramafirstnation.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment –

Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Dillion,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us

with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Dillon Bickell <dillonb@ramafirstnation.ca>
Sent: Tuesday, July 29, 2025 9:42 AM
To: Miljus, Alexia L <amiljus@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; swat@markham.ca <swat@markham.ca>
Cc: Community Consultation <consultation@ramafirstnation.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Aaniin Alexia,

My name is Dillon Bickell and I am the new Community Consultation Worker here at the Chippewas of Rama First Nation. I will be the primary contact for consultation moving forward, can you please update your contact list and also continue to include consultation@ramafirstnation.ca as well.

I am just getting myself caught up to speed on some project files and wanted to reach out. If you could please forward the draft ESR addendum for review that would be greatly appreciated!

I look forward to working with you and appreciate the update.

Miigwech,

Dillon

Dillon Bickell, C.E.T. (he/him)
Community Consultation Worker, Legal
Chippewas of Rama First Nation
(ph) 705-325-3611, 1633
(cell) 705-238-7111
(fax) 705-325-0879
(url) www.ramafirstnation.ca

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From: Aisha Snache <aishas@ramafirstnation.ca> **On Behalf Of** Chief Ted Williams
Sent: Tuesday, July 29, 2025 9:12 AM
To: Community Consultation <consultation@ramafirstnation.ca>
Subject: FW: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Aisha Snache
Executive Assistant to the Chief, Administration
Chippewas of Rama First Nation
(ph) 705-325-3611,1216
(cell)
(fax) 705-325-0879
(url) www.ramafirstnation.ca

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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Monday, July 28, 2025 2:44 PM
To: Chief Ted Williams <tedw@ramafirstnation.ca>; cathye@ramafirstnation.ca
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Karry Sandy-Mckenzie <k.a.sandy-mckenzie@rogers.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chief Williams,

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Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:11 PM
To: chief@ramafirstnation.ca <chief@ramafirstnation.ca>; cathye@ramafirstnation.ca <cathye@ramafirstnation.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chief Williams,

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As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

In the meantime, we would like to note that the areas potentially to be impacted by this project had previously undergone an archaeological assessment. A Stage 1-2 Archaeological Assessment was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major

Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner

Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3

O 647.480.1036 | **C** 416.276.3096 | amiljus@gfnet.com

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From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 10:06 AM
To: chief@ramafirstnation.ca <chief@ramafirstnation.ca>; cathye@ramafirstnation.ca <cathye@ramafirstnation.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment –

Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief Williams,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,

Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner

Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3

t 437.253.9282 | sfurfurica@gfnet.com

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



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Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

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This Notice first issued April 5, 2023.

Curve Lake First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	JulieK@curvelake.ca; keithk@curvelake.ca
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:44:20 PM

Good Afternoon Chief Knott,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:13 PM
To: JulieK@curvelake.ca <JulieK@curvelake.ca>; keithk@curvelake.ca <keithk@curvelake.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

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As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

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From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:56 AM

To: JulieK@curvelake.ca <JulieK@curvelake.ca>; keithk@curvelake.ca <keithk@curvelake.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Hiawatha First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	Tom Cowie; Chief Laurie Carr
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, August 18, 2025 9:47:10 AM
Attachments:	image002.png

Good Morning Tom,

We appreciate you taking the time to review the Draft ESR Addendum, and we remain available should any questions arise in the future. Wishing you a great week as well.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Tom Cowie <tcowie@hiawathafn.ca>
Sent: Monday, August 18, 2025 9:41 AM
To: Miljus, Alexia L <amiljus@gfnet.com>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@gfnet.com>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Aaniin alexia,

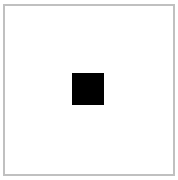
Chi miigwech for the update. At this ,moment we have no questions or concern and if any should arise we will contact your office. Have a great week.

Gichi manaadendamowin

Tom Cowie

Tom Cowie
Consultation Indigenous Knowledge Lead
Hiawatha First Nation
431 Hiawatha Line,

Hiawatha, On
K9J 0E6
705 295-4421 Ext. 216
Email tcowie@hiawathafn.ca



We, the Michi Saagiig of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life

---

From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Thursday, August 14, 2025 11:03 AM
To: Tom Cowie <tcowie@hiawathafn.ca>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; k.a.sandy-mckenzie@rogers.com; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@gftinc.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

ALERT: This message originated outside of HFN's network. **BE CAUTIOUS** before clicking any link or attachment.

Good Morning Chief Laurie & Tom,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Tom Cowie <tcowie@hiawathafn.ca>
Sent: Monday, July 28, 2025 7:56 PM
To: Miljus, Alexia L <amiljus@gfnet.com>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@gfnet.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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safe.

Aaniin Silvia,

I'll wait till the draft is done. Have a great week

Baamaapii
Tom.

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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Monday, July 28, 2025 2:45:15 PM
To: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@gftinc.com>
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E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:15 PM
To: chiefcarr@hiawathafn.ca <chiefcarr@hiawathafn.ca>; tcowie@hiawathafn.ca <tcowie@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:53 AM
To: chiefcarr@hiawathafn.ca <chiefcarr@hiawathafn.ca>; tcowie@hiawathafn.ca <tcowie@hiawathafn.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

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Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,

Silvia

#BeHealthyBeSafeBeKind

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To:	Miljus, Alexia L; Chief Laurie Carr
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 7:56:59 PM

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Aaniin Silvia,

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Baamaapii

Tom.

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To: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>
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Sent: Wednesday, September 25, 2024 12:15 PM
To: chiefcarr@hiawathafn.ca <chiefcarr@hiawathafn.ca>; tcowie@hiawathafn.ca <tcowie@hiawathafn.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
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Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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To: chiefcarr@hiawathafn.ca <chiefcarr@hiawathafn.ca>; tcowie@hiawathafn.ca <tcowie@hiawathafn.ca>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
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Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Huron-Wendat First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	Dominic.Sainte-Marie@wendake.ca
Cc:	Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:45:52 PM

Good Afternoon Dominic,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, October 09, 2024 2:15 PM
To: Dominic.Sainte-Marie@wendake.ca <Dominic.Sainte-Marie@wendake.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Dominic,

As you are aware, the City of Markham has recommenced the Highway 404 Ramp Extension at Major Mackenzie Drive Environmental Assessment (EA) project. Previously approved in 2009 under the Schedule 'C' Municipal Class EA (MCEA) Study, an addendum to the 2009 Environmental Study Report (ESR) is required, as more than 10 years have lapsed. As shown on the key map in the attached Notice, the proposed ramp extension would cross the westbound Major Mackenzie on-

ramp to northbound Highway 404, proceeding through greenfield properties into Markland Street.

Following the Notice of Commencement shared on May 10, 2023, as attached, we appreciate your continued interest. The ESR Addendum is being drafted and will be shared with you for feedback once available.

We would like to note that the project area underwent a Stage 1-2 Archaeological Assessment by New Directions Archaeology in 2007. Shovel test pits in the northeast quadrant of Highway 404 and Major Mackenzie confirmed that the area was extensively disturbed, with no archaeological remains found. The assessment was accepted into the archaeological register by the Ministry as part of the 2009 ESR, and no further Archaeological assessment, fieldwork or reporting is required for the Addendum.

We will continue to keep you informed as the study progresses, and funding will be provided to the Huron-Wendat to support their participation in reviewing and commenting on the ESR Addendum. Please feel free to reach out with any questions or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>
Sent: Thursday, June 8, 2023 2:20 PM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kwe all,
Please note that the Huron-Wendat Nation is interested in participating in all archaeological fieldwork for this project, as well as receiving copies of the draft reports for review and comments. Funding must be made available to insure our participation.
Tiawenhk chia' önenh
Dominic Ste-Marie



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L'information contenue dans ce courriel est confidentielle et protégée en vertu des lois et règlements applicables. Son contenu est réservé au(x) destinataire(s) à qui il est adressé. Il est donc interdit de le diffuser ou d'en dévoiler les intentions. Si vous recevez ce message par erreur, veuillez le détruire et nous en faire part dans les plus brefs délais.

Warning on protection and confidentiality of information

The information contained in this e-mail is confidential and protected in accordance with the applicable laws and regulations. Its content is intended specifically for the recipient(s) to whom it is addressed. It is therefore prohibited to distribute or to disclose the content. If you receive this communication by error, please destroy it and notify us as soon as possible.

ATTENTION:Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.groslouis@wendake.ca), Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca), Naomi Leduc (Naomi.leduc@wendake.ca) and Dominic Ste-Marie (dominic.ste-marie@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Thiefaine Terrier (thiefaine.terrier@wendake.ca), Isabelle Lechasseur (isabelle.lechasseur@wendake.ca) and Jean-François Richard (jean-francois.richard@wendake.ca).

De : Furfurica, Silvia <sfurfurica@GFNET.com>
Envoyé : 10 mai 2023 09:21
À : Tina Durand <Tina.Durand@wendake.ca>
Cc : Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>
Objet : Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

> Vous ne recevez pas souvent de courriers de la part de sfurfurica@gfnet.com. Découvrez pourquoi cela est important

Good Morning Tina,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the

Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Mississaugas of the Credit First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	Abby LaForme; Adam LaForme
Cc:	Mark LaForme; Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:47:32 PM

Good Afternoon Adam & Abby,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 1:17 PM
To: Abby LaForme <Abby.LaForme@mncfn.ca>; Adam LaForme <Adam.LaForme@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Adam & Abby,

As you are aware, the City of Markham has recommenced the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment

Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

In the meantime, we would like to note that the areas potentially to be impacted by this project had previously undergone an archaeological assessment. A Stage 1-2 Archaeological Assessment was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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O 647.480.1036 | **C** 416.276.3096 | amiljus@gfnet.com
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From: Furfurica, Silvia <sfurfurica@GFNET.com>

Sent: Thursday, May 18, 2023 1:48 PM
To: Abby LaForme <Abby.LaForme@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Adam LaForme <Adam.LaForme@mncfn.ca>; Roberts, Andrew <anroberts@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Abby,

Thank you for your response and interest in the Highway 404 Ramp Extension at Major Mackenzie Drive Addendum. A Stage 1-2 Archaeological Assessment for the Highway 404 Northbound Exit Ramp at Major Mackenzie Drive was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

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From: Abby LaForme <Abby.LaForme@mncfn.ca>
Sent: Friday, May 12, 2023 4:17 PM
To: Furfurica, Silvia <sfurfurica@GFNET.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Adam LaForme <Adam.LaForme@mncfn.ca>
Subject: RE: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Silvia,

Thank you for reaching out to MCFN DOCA regarding Highway 404 Ramp Extension at Major Mackenzie Drive, MCEA.
I would like to request a copy of the Stage 1 & 2 Report for our files and when the MCEA s complete MCFN DOCA would like a copy to review and comment.

Thank you

Abby (LaForme) Lee
Acting Consultation Coordinator

Mississaugas of the Credit First Nation (MCFN)
Department of Consultation & Accommodation (DOCA)
4065 Highway 6, Hagersville, ON N0A 1H0
Ph: (905) 768 – 4260
Email: Abby.LaForme@mncfn.ca

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 10, 2023 10:35 AM
To: Adam LaForme <Adam.LaForme@mncfn.ca>; Abby LaForme <Abby.LaForme@mncfn.ca>
Cc: Roberts, Andrew <anroberts@GFNET.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: FW: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning,

Please see notification email below and letter attachments regarding an Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive.

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
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From: Furfurica, Silvia
Sent: Wednesday, May 10, 2023 9:17 AM
To: Stacey.Laforme@mncfn.ca; Fawn.Sault@mncfn.ca
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief Stacey R. Laforme,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



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We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Mississaugas of Scugog Island First Nation

GANNETT FLEMING

From:	Miljus, Alexia L
To:	klarocca@scugogfirstnation.com
Cc:	Voytenkov, Catherine; k.a.sandy-mckenzie@rogers.com; Chong, Laura; Wat, Samson; Leung, Andrea
Subject:	Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive
Date:	Monday, July 28, 2025 2:46:29 PM

Good Afternoon Chief Larocca,

I hope this message finds you well. As a follow-up to our previous communications regarding the Highway 404 ramp extension at Major Mackenzie Drive Environmental Study Report (ESR) Addendum, we are reaching out again to inform you that we are currently in the process of finalizing the Draft ESR Addendum.

Should you wish to review the Draft ESR Addendum *ahead* of the Notice of Addendum, we would be happy to arrange that. However, once the document is shared, your comments will be required within two (2) weeks. We anticipate the Draft ESR Addendum to be available for comment by mid-August.

Please note that once the Notice of Addendum is issued, any interested persons are encouraged to review and provide comment on the ESR Addendum. The ESR Addendum will be available on the project website for review and comment for 30 days.

We greatly value your involvement in this project and are committed to keeping you informed as it progresses.

Please do not hesitate to reach out with any questions.

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Wednesday, September 25, 2024 12:16 PM
To: klarocca@scugogfirstnation.com <klarocca@scugogfirstnation.com>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Afternoon Chief LaRocca,

The City of Markham has recommenced the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009

following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required (refer to key map within the attached Notice). The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

As a follow up to the circulation of the Notice of Commencement shared on May 10, 2023 (re-attached here for reference), we are appreciative of your interest in the project. The ESR Addendum is currently being drafted and we will be happy to share a copy with you for your feedback, once available in the coming months.

In the meantime, we would like to note that the areas potentially to be impacted by this project had previously undergone an archaeological assessment. A Stage 1-2 Archaeological Assessment was completed by New Directions Archaeology in 2007, and is attached for your reference.

As part of this assessment, the northeast quadrant of the Highway 404 and Major Mackenzie Drive Interchange was subject to a Stage 2 archaeological assessment prior to the proposed changes to the northbound exit ramp. Shovel test pits were excavated in this area, confirming that the area was extensively disturbed. No archaeological remains were encountered and no further work was recommended.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
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From: Furfurica, Silvia

Sent: Wednesday, May 10, 2023 9:52 AM
To: klarocca@scugogfirstnation.com <klarocca@scugogfirstnation.com>
Cc: Roberts, Andrew <anroberts@gfnet.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Alberto Lim <ALim@markham.ca>; k.a.sandy-mckenzie@rogers.com <k.a.sandy-mckenzie@rogers.com>
Subject: Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Good Morning Chief LaRocca,

The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.

The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

Please refer to attached notice and letter for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 30, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

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ADDENDUM TO A PREVIOUSLY APPROVED MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DR.

The City of Markham is experiencing rapid population growth which is creating increasing demand on the existing transportation network. The City of Markham is recommencing the Highway 404 ramp extension at Major Mackenzie Drive Environmental Assessment (EA) project. The project was previously approved in 2009 following the Schedule 'C' Municipal Class Environmental Assessment Study (MCEA). As there has been a lapse of more than ten years, and the environment has changed, an addendum to the 2009 Environmental Study Report is required. The Highway 404 ramp extension would cross the westbound Major Mackenzie on-ramp to the northbound Highway 404, proceeding through greenfield properties and into Markland Street.



The project will continue following the Schedule 'C' process in the Municipal Class Environmental Assessment (2023). Background material from the original study will be reviewed and gaps identified in the previous study will be addressed in the Addendum to ensure the original EA's core elements are intact.

We are interested in obtaining your comments regarding the existing conditions in the area or questions regarding the proposed construction activities. Should you wish to be added to the Study contact list or have any questions or concerns, please contact:

Alberto Lim, P.Eng.
Senior Capital Works Engineer
City of Markham
101 Town Centre Boulevard
Markham, Ontario, L3R 9W3
Phone: (905) 477-7000 Ext. 2860
E-mail: Alim@markham.ca

Catherine Voytenkov P.Eng. PMP
Senior Project Manager
Gannett Fleming Canada ULC
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Toronto, Ontario, M5J 2J3
Phone: (416) 669-5246
E-mail: Cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

This Notice first issued April 5, 2023.

Consultation with Technical Agencies

GANNETT FLEMING

Ministry of Environment, Conservstion and Parks

GANNETT FLEMING

From:	Alexia Miljus
To:	Liu, Chunmei (MECP); Trinh, Ryan (MECP); Chong, Laura; Catherine Voytenkov; Merza, Header (MECP)
Cc:	Mazzuca, Marco (MECP); Dugas, Celeste (MECP); SAM KULENDRAN; Andrea Leung
Subject:	Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	May 1, 2026 1:34:12 PM
Attachments:	RCS_S-719-ENV-3438-041-002-RevA_Environmental Report May 2026_Response.xlsx

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Hello,

Thank you again for meeting with us on Friday, April 24, 2026, to discuss the two remaining comments related to the Noise Impact Assessment Report for the Highway 404 Ramp Extension ESR Addendum.

As a follow-up to our discussion, we wanted to summarize our understanding of the meeting and confirm that the outstanding comments have been addressed. Please also find attached the updated comment/response spreadsheet, which reflects the discussion.

As discussed, the meeting focused on:

- Clarifying the rationale provided in the responses to the remaining MECP comments;
- Confirming that there is no material change to the predicted noise levels or the conclusions of the Noise Impact Assessment; and
- Discussing that any further refinements, if warranted, could be considered during detailed design, as appropriate.

Based on our discussion, it is our understanding that the outstanding technical matters have been resolved and that no further revisions to the Noise Impact Assessment Report are required at this stage. **We would appreciate it if you could kindly confirm receipt of this e-mail and advise whether MECP has any further comments on the ESR Addendum materials by Tuesday, May 5.**

As advance notice, the City is targeting issuance of the **Notice of Addendum on May 25, 2026**.

Thank you again for your time and continued coordination on this review.

Alexia Miljus | Senior Environmental Planner
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GFT: Ingenuity That Shapes Lives™

Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A
Received 9/19/2025												
1	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr PM2.5, 24-hr PM10, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM10 and TSP concentrations using PM2.5/PM10 and PM2.5/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM10 and TSP were calculated.	The values do not align with the ratio calculation because the value presented for PM2.5 is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM10 and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM10 and TSP concentrations are also provided for a different station than PM2.5. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum PM2.5 98th percentile concentration was from the Toronto East station, while the maximum 24-hour PM2.5 concentration was from the Toronto West station. The ratios were then applied to the PM2.5 values from Toronto West to determine the maximum PM10 and TSP concentrations shown.	3	Response is OK.	*No response required.*				
2	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO2, as well as for the 24-hr and annual PM2.5 background concentration calculations. For example, the 1-hr NO2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	3	Response is OK.	*No response required.*				
3	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment.	3	Acknowledged. Noted for future noise assessment and has been flagged to the City.	3	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022) updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.	Acknowledged.	3
4	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used should be able to represent vehicle movements on all segments of the project, including at flow control devices.	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies. Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study.	3	Response is OK, ORNAMENT model is still accepted by the MECP for road traffic noise modelling.	*No response required.*				
5	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	3	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.	A more detailed noise assessment will be completed during Detailed Design, when the final elevations, etc. are confirmed. The vertical and horizontal geometry is not expected to change the results of this noise assessment.	3	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.	Using the maximum road height of 215masl for the Hwy 404 Extension, the increase in sound level for the segment alone would be less than 1 dB. However the individual contribution of this segment is approximately 9 dB lower than the overall sound level. There would be a less than 0.1 dB change to the overall sound levels and this would make no difference to the conclusions of the assessment. The final elevations are likely to be refined during the detailed design and any future updates to the assessment will use the final elevations.	3
6	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp.	1	Response is OK.	*No response required.*				
7	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment.	1	Response is OK.	*No response required.*				
8	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation.	3	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).	A more detailed noise assessment will be completed during Detailed Design. This is not expected to change the results of this noise assessment.	3	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).	The sound levels from Highway 404 would be identical in the with and without project conditions as the AADT volumes, truck %, setback distance of the highway to the receptors,etc. are not changed by the project. As a result, this change in approach is not significant enough to alter any conclusions from the noise assessment. As noted in previous comments, MECP has requested that the updated MTO guide be used in any updated analysis. This recommended approach to model the lanes separately instead of using the geometric mean can be addressed at that time.	3
9	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design elements on the modelled receivers.	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	3	Response is OK.	*No response required.*				
10	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.5 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise By-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	1	Response is OK.	*No response required.*				
11	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. **However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage.** The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	3	Response is OK.	*No response required.*				
12	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a **monitoring and maintenance plan** to ensure that the proposed SWM facility will work efficiently as per design.	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage. The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: •A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; •The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; •The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; •The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; •The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed design. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls; •Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; •If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, •A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."	1	Response is OK.	*No response required.*				
13	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the Drainage & Stormwater Management Report.	3	The response to Comment 13 (The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria) indicates that this is addressed in Section 5 of the SWM report. However, Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.	The City of Markham has provided confirmation that the downstream receiving Woodbine Pond shall accommodate half of the proposed extension road drainage area (Outfall #2 - OF2) - eliminating the need for local LID's from a water quantity perspective. For the remaining half of the OF2 drainage area, Mechanical Treatment Devices (OGS units) will provide water quality control for the right-of-way drainage as part of a treatment train prior to draining to the Woodbine Pond.	1	Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.	The SWM Report has been updated to reflect how the proposed design meets the SWM objectives. A treatment train approach of mechanical separation and infiltration trenches shall be used to meet MECP Enhanced level of treatment (80% TSS) for water quality criteria. The LID Feature (infiltration trench) is also sized to meet storage requirements to control post-development flows to pre-development for water quantity criteria.	1
14	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	If no water quality or quantity measures are proposed at OF1, it is recommended that the final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the **downstream receiving system.**	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is **0.22 ha** and is not anticipated to have substantial effect the downstream receiving system.	3	Response is OK.	*No response required.*				

From:	Alexia Miljus
To:	Liu, Chunmei (MECP); Trinh, Ryan (MECP); Chong, Laura; Andrea Leung; Catherine Voytenkov; Merza, Header (MECP)
Cc:	Mazzuca, Marco (MECP); Dugas, Celeste (MECP); SAM KULENDRAN
Subject:	Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	April 22, 2026 4:15:44 PM

Much appreciated, we'll chat soon.

Alexia Miljus | Senior Environmental Planner
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GFT: Ingenuity That Shapes Lives™

From: Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>
Sent: Wednesday, April 22, 2026 4:11 PM
To: Alexia Miljus <amiljus@gftinc.com>; Trinh, Ryan (MECP) <Ryan.Trinh@ontario.ca>; Chong, Laura <LChong@markham.ca>; Andrea Leung <aleung@gftinc.com>; Catherine Voytenkov <cvoytenkov@gftinc.com>; Merza, Header (MECP) <Header.Merza@ontario.ca>
Cc: Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; SAM KULENDRAN <skulendran@jecoulterassoc.com>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Sure, no problem.

From: Alexia Miljus <amiljus@gftinc.com>
Sent: April 22, 2026 4:06 PM
To: Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Trinh, Ryan (MECP) <Ryan.Trinh@ontario.ca>; Chong, Laura <LChong@markham.ca>; Andrea Leung <aleung@gftinc.com>; Catherine Voytenkov <cvoytenkov@gftinc.com>; Merza, Header (MECP) <Header.Merza@ontario.ca>
Cc: Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; SAM KULENDRAN <skulendran@jecoulterassoc.com>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Chunmei,

Thank you for setting up this meeting. Could we please reschedule the call to Friday afternoon at 1:30pm?

Thank you,

Alexia Miljus | Senior Environmental Planner
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GFT: Ingenuity That Shapes Lives™

From: Liu, Chunmei (MECP)
Sent: Wednesday, April 22, 2026 3:40 PM
To: Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Alexia Miljus <amiljus@gftinc.com>; Trinh, Ryan (MECP) <Ryan.Trinh@ontario.ca>; Chong, Laura <LChong@markham.ca>; Andrea Leung <aleung@gftinc.com>; Catherine Voytenkov <cvoytenkov@gftinc.com>; Merza, Header (MECP) <Header.Merza@ontario.ca>
Cc: Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
When: Thursday, April 23, 2026 9:30 AM-10:00 AM.
Where: Microsoft Teams Meeting

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day Alexia,

Thanks for reaching out and for your patience. I apologize for the delay in getting back to you and that you've had trouble connecting with the team.

Please feel free to reset the time if the proposed date/time does not work for your group. Thursday afternoon April 23 from 3 to 4pm or Friday April 24 from 9 to 12 or 1:30 to 3:30pm work for MECP staff.

Best regards,
Chunmei

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/233799362152021?p=j0nwTOsk1F7Qy2O4ly

Meeting ID: 233 799 362 152 021

Passcode: g3WR9du6

Need help? | System reference

Join on a video conferencing device

Tenant key: teams@msteams.ontario.ca

Video ID: 118 278 842 1

More info

For organizers: Meeting options

From: Dugas, Celeste (MECP)
To: Alexia Miljus
Cc: Chong, Laura; Andrea Leung; Liu, Chunmei (MECP); Catherine Voytenkov; EA Notices to CRegion (MECP); Mazzuca, Marco (MECP); Yang, Zhiping (MECP); Belayneh, Ted (MECP); Martin, Paul (MECP); Trinh, Ryan (MECP); Zeng, Rui (MECP); Merza, Header (MECP); Sones, Kristen (She/Her) (MECP)
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: April 22, 2026 3:31:09 PM

Alexia

Sorry I missed your call. I have spoken to my colleagues at our Environmental Assessments Branch and I understand that someone will be in touch with you soon.
Regards,

Celeste Dugas
District Manager
York Durham District Office

Ministry of Environment, Conservation and Parks
Ministère de l'Environnement, de la Protection de la nature et des Parcs
230 Westney Road South, 5th Floor
Ajax, ON L1S 7J5
celeste.dugas@ontario.ca
Phone: (905)442-3105

From: Alexia Miljus
To: Dugas, Celeste (MECP)
Cc: Chong, Laura; Andrea Leung; Liu, Chunmei (MECP); Catherine Voytenkov; EA Notices to CRegion (MECP); Mazzuca, Marco (MECP); Yang, Zhiping (MECP); Belayneh, Ted (MECP); Martin, Paul (MECP); Trinh, Ryan (MECP); Zeng, Rui (MECP); Merza, Header (MECP); Sones, Kristen (She/Her) (MECP)
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: April 22, 2026 2:57:34 PM

Hi Celeste,

I hope you are well. I am reaching out to follow up on outstanding noise-related comments, as we have not yet received a response from your team.

We previously attempted to connect with Trevor and Chunmei by phone and e-mail, including a request for a brief call earlier this week to discuss a few outstanding items. Unfortunately, we have not been able to reach them. I also tried reaching out to you by phone this afternoon to connect directly but unfortunately was unable to get in touch.

Given current project timelines, we would appreciate your assistance in helping to facilitate a response or identifying an alternate contact who can speak to these comments. We are available at your convenience and would be happy to coordinate a quick call to resolve the outstanding items.

Please let us know how you would like to proceed.

Thank you for your time and assistance,

Alexia Miljus | Senior Environmental Planner
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C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Alexia Miljus <amiljus@gftinc.com>
Sent: Friday, April 17, 2026 2:37 PM
To: Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Wat, Samson <swat@markham.ca>; Chong, Laura <LChong@markham.ca>
Cc: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Yang, Zhiping (MECP) <Zhiping.Yang@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Trinh, Ryan (MECP) <Ryan.Trinh@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Merza, Header (MECP) <Header.Merza@ontario.ca>; Sones, Kristen (She/Her) (MECP) <Kristen.Sones@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Chunmei,

I tried reaching you by phone and was wondering if you might have a few minutes on Monday for a quick call to go over a couple of outstanding noise comments.

Thank you,

Alexia Miljus | Senior Environmental Planner
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C: 416-276-3096
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From:	Liu, Chunmei (MECP)
To:	Alexia Miljus; Catherine Voytenkov; Andrea Leung; Wat, Samson; Chong, Laura
Cc:	EA Notices to CRegion (MECP); Mazzuca, Marco (MECP); Dugas, Celeste (MECP); Yang, Zhiping (MECP); Belayneh, Ted (MECP); Martin, Paul (MECP); Trinh, Ryan (MECP); Zeng, Rui (MECP); Merza, Header (MECP); Sones, Kristen (She/Her) (MECP)
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	April 1, 2026 9:57:29 AM
Attachments:	Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_RCS_MECP responses.xlsx

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[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for being patient with us. My colleague Trevor Bell is out of the office, and I am covering him during the time.

Attached please find responses from our reviewers. Please let us know if you have any questions about those responses.

Best regards,

Chunmei Liu (she/her) | Regional Environmental Planner
Environmental Assessments Branch, Ontario Ministry of the Environment, Conservation and Parks |7th Flr, 135 St Clair Ave W, Toronto, ON M4V 1P5 | Chunmei.Liu@ontario.ca

Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A	MECP Responses
				Received 9/19/2025			
1	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr PM2.5, 24-hr PM10, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM10 and TSP concentrations using PM2.5/PM10 and PM2.5/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM10 and TSP were calculated.	The values do not align with the ratio calculation because the value presented for PM2.5 is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM10 and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM10 and TSP concentrations are also provided for a different station than PM2.5. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum PM2.5 98th percentile concentration was from the Toronto East station, while the maximum 24-hour PM2.5 concentration was from the Toronto West station. The ratios were then applied to the PM2.5 values from Toronto West to determine the maximum PM10 and TSP concentrations shown.	3	Response is OK
2	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO2, as well as for the 24-hr and annual PM2.5 background concentration calculations. For example, the 1-hr NO2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	3	Response is OK
3	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment.	3	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022) updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.
4	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used should be able to represent vehicle movements on all segments of the project, including at flow control devices.	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies. Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study.	3	Response is OK, ORNAMENT model is still accepted by the MECP for road traffic noise modelling.
5	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	3	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.
6	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp. Report revised for clarity.	1	Response is OK
7	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment. Report revised for clarity.	1	Response is OK
8	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation.	3	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).
9	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design elements on the modelled receivers.	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	3	Response is OK

10	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.6 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise By-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	1	Response is OK
11	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. **However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage.** The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	3	Response is OK
12	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a **monitoring and maintenance plan** to ensure that the proposed SWM facility will work efficiently as per design.	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage. The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: •A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; •The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; •The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; •The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; •The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed deisgn. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls; •Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; •If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, •A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."	1	Response is OK
13	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the SWM report.	3	Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.
14	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	If no water quality or quantity measures are proposed at OF1, it is recommended that the final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the **downstream receiving system.**	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is **0.22 ha** and is not anticipated to have substantial effect the downstream receiving system.	3	Response is OK

From:	Alexia Miljus
To:	Bell, Trevor (MECP)
Cc:	Catherine Voytenkov; Andrea Leung; Wat, Samson; Mazzuca, Marco (MECP); Dugas, Celeste (MECP); Chong, Laura
Subject:	Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	March 30, 2026 11:53:16 AM
Attachments:	Hwy 404 Ramp Extension at Major Mackenzie Drive_Notice of Addendum_Rev1_FINAL.pdf

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Hi Trevor,

We are writing again to close the loop on the noise and SWM comment responses that were originally shared in December 2025. For ease of reference, the RCS has been re-attached. As we have not received any further comments following our previous follow-ups, we will proceed on the basis that all outstanding comments have been addressed.

Please note that we are planning to issue the Notice of Addendum Completion for the Project on Monday, April 13th. A copy has been attached for your information.

Should you have any final questions, we kindly ask that they be provided prior to this date.

Thank you,

Alexia Miljus | Senior Environmental Planner
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From: Alexia Miljus <amiljus@gftinc.com>
Sent: Friday, February 27, 2026 9:01 AM
To: Chong, Laura <LChong@markham.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Wat, Samson <SWat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good Morning Trevor,

I am following up on the noise and SWM comments responses which were shared in December. For ease of reference, the RCS has been re-attached to this email.

Could you please confirm whether all outstanding comments have been satisfactorily addressed?

Thank you & have a good weekend,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From:	Alexia Miljus
To:	Chong, Laura; Bell, Trevor (MECP)
Cc:	Catherine Voytenkov; Andrea Leung; Wat, Samson; Mazzuca, Marco (MECP); Dugas, Celeste (MECP)
Subject:	Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Tuesday, December 23, 2025 4:24:45 PM
Attachments:	Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_MECP_Dec2025.xlsx

Hi Trevor,

Please see our responses to the latest noise comments received this afternoon. We've also included our response to the SWM comment received on November 26th in the attached RCS.

Have a Merry Christmas & Happy New Year everyone

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
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From: Chong, Laura <LChong@markham.ca>
Sent: Tuesday, December 23, 2025 2:43 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Wat, Samson <SWat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Thank you, Trevor and the Noise team.

Hope you have a wonderful holiday!

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
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Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A
				Received 9/19/2025					
1	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr PM2.5, 24-hr PM10, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM10 and TSP concentrations using PM2.5/PM10 and PM2.5/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM10 and TSP were calculated.	The values do not align with the ratio calculation because the value presented for PM2.5 is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM10 and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM10 and TSP concentrations are also provided for a different station than PM2.5. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum PM2.5 98th percentile concentration was from the Toronto East station, while the maximum 24-hour PM2.5 concentration was from the Toronto West station. The ratios were then applied to the PM2.5 values from Toronto West to determine the maximum PM10 and TSP concentrations shown.	3			
2	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO2, as well as for the 24-hr and annual PM2.5 background concentration calculations. For example, the 1-hr NO2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	3			
3	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment.	3	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022) updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.	Acknowledged. Noted for future noise assessment and has been flagged to the City.	3
4	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used should be able to represent vehicle movements on all segments of the project, including at flow control devices.	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies. Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study.	3	Response is OK, ORNAMENT model is still accepted by the MECP for road traffic noise modelling.	*No response required.*	
5	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	3	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.	A more detailed noise assessment will be completed during Detailed Design, when the final elevations, etc. are confirmed. The vertical and horizontal geometry is not expected to change the results of this noise assessment.	3
6	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp.	1	Response is OK.	*No response required.*	
7	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment.	1	Response is OK.	*No response required.*	
8	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation.	3	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).	A more detailed noise assessment will be completed during Detailed Design. This is not expected to change the results of this noise assessment.	3
9	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design elements on the modelled receivers.	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	3	Response is OK.	*No response required.*	
10	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.5 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise By-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	1	Response is OK.	*No response required.*	
11	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. **However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage.** The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	3			

12	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a **monitoring and maintenance plan** to ensure that the proposed SWM facility will work efficiently as per design.	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage. The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: •A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; •The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; •The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; •The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; •The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed deisgn. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls; •Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; •If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, •A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."	1			
13	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the Drainage & Stormwater Management Report.	3	The response to Comment 13 (The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria) indicates that this is addressed in Section 5 of the SWM report. However, Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.	The City of Markham has provided confirmation that the downstream receiving Woodbine Pond shall accommodate half of the proposed extension road drainage area (Outfall #2 - OF2) - eliminating the need for local LID's from a water quantity perspective. For the remaining half of the OF2 drainage area, Mechanical Treatment Devices (OGS units) will provide water quality control for the right-of-way drainage as part of a treatment train prior to draining to the Woodbine Pond.	1
14	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	If no water quality or quantity measures are proposed at OF1, it is recommended that the final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the **downstream receiving system.**	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is **0.22 ha** and is not anticipated to have substantial effect the downstream receiving system.	3			

From:	Bell, Trevor (MECP)
To:	Chong, Laura; Alexia Miljus
Cc:	Catherine Voytenkov; Andrea Leung; Wat, Samson; Mazzuca, Marco (MECP); Dugas, Celeste (MECP)
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Tuesday, December 23, 2025 11:50:15 AM
Attachments:	image001.png image002.png Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_RCS_MECP (003) - HM Responses AM Suggestions.xlsx

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[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Laura and Alexia,

Please find attached responses from the MECP related to your responses to our original noise comments.

Thanks, and happy holidays!

Trevor

Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A	Comment
				Received 9/19/2025			
1	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr PM2.5, 24-hr PM10, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM10 and TSP concentrations using PM2.5/PM10 and PM2.5/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM10 and TSP were calculated.	The values do not align with the ratio calculation because the value presented for PM2.5 is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM10 and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM10 and TSP concentrations are also provided for a different station than PM2.5. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum PM2.5 98th percentile concentration was from the Toronto East station, while the maximum 24-hour PM2.5 concentration was from the Toronto West station. The ratios were then applied to the PM2.5 values from Toronto West to determine the maximum PM10 and TSP concentrations shown.	3	
2	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO2, as well as for the 24-hr and annual PM2.5 background concentration calculations. For example, the 1-hr NO2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	3	
3	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment.	3	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022) updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.
4	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used should be able to represent vehicle movements on all segments of the project, including at flow control devices.	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies. Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study.	3	Response is OK, ORNAMENT model is still accepted by the MECP for road traffic noise modelling.
5	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	3	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.
6	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp. Report revised for clarity.	1	Response is OK
7	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment. Report revised for clarity.	1	Response is OK
8	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation.	3	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).
9	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design elements on the modelled receivers.	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	3	Response is OK
10	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.6 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise By-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	1	Response is OK

11	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. **However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage.** The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	3	
12	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a **monitoring and maintenance plan** to ensure that the proposed SWM facility will work efficiently as per design.	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage. The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: •A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; •The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; •The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; •The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; •The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed deisgn. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls; •Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; •If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, •A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."	1	
13	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the SWM report.	3	
14	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	If no water quality or quantity measures are proposed at OF1, it is recommended that the final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the **downstream receiving system.**	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is **0.22 ha** and is not anticipated to have substantial effect the downstream receiving system.	3	

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, December 18, 2025 8:14 AM
To: Bell, Trevor (MECP); Alexia Miljus
Cc: Catherine Voytenkov; Andrea Leung; Wat, Samson; Mazzuca, Marco (MECP); Dugas, Celeste (MECP)
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Thank you, Trevor,

We really appreciate it.

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Wednesday, December 17, 2025 2:41 PM
To: Chong, Laura <LChong@markham.ca>; Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura,

Thanks for your email. I apologize for the delay. I have passed your request to expedite the review of the noise responses along to the noise group. I'll let you know when I hear back from them.

Thanks,
Trevor

From: Chong, Laura <LChong@markham.ca>
Sent: December 17, 2025 8:09 AM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP)

<Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good morning Trevor,

I hope this email finds you well. I'm reaching out regarding the responses we submitted for review. We understand that we're heading into the holiday period and that this is an especially busy time for you and the noise reviewer.

Our project timeline has become increasingly compressed, and the delay is impacting our ability to file, as the confirmation from the noise reviewer is the last approval we're waiting on. We are also receiving growing pressure from the developers to file as soon as possible.

If there's any way to expedite the review and approval of our responses, it would be greatly appreciated, as we would like to file before the holiday. Please let me know if there's anything further you need from us to help move this forward.

Thank you again for your support.

Sincerely,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, December 12, 2025 10:25 AM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Hi Alexia,

I have requested a status update from the noise reviewer. I'll get back to you once I receive an update from them.

Thanks,

Trevor

From: Alexia Miljus <amiljus@gftinc.com>
Sent: December 10, 2025 11:12 AM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning Trevor,

I hope you're doing well.

I wanted to follow up regarding the review of the Response/Comment Spreadsheet (RCS) for the ESR Addendum. Could you please provide an update on the status of your team's review?

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Alexia Miljus <amiljus@gftinc.com>
Sent: Friday, November 21, 2025 3:23 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Trevor,

Thank you for the update and for forwarding the RCS to your technical reviewers. It is very much appreciated.

Have a good weekend,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, November 21, 2025 3:01 PM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Hi Alexia,

Thank you for providing these responses. I forwarded the RCS to the technical reviewers and requested a response by November 28. Please note, many of our technical review units have a backlog of priority files and may not be able to respond within a week. I have asked them to please expedite their review of your responses and to let me know asap if they need more time.

Thanks,

Trevor

Trevor Bell | Regional Environmental Planner

Project Review Unit, Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

New Phone: 437-213-1014 | trevor.bell@ontario.ca

From: Alexia Miljus <amiljus@gftinc.com>
Sent: November 21, 2025 2:40 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Trevor,

Please find the Response/Comment Spreadsheet (RCS) attached regarding the ESR Addendum. The RCS addresses the comments submitted by your team, and we kindly ask that you review the responses to confirm they adequately address your comments.

We would appreciate receiving your confirmation by **November 28, 2025**. Should you have any further questions or require clarification, please do not hesitate to reach out.

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, September 19, 2025 1:12 PM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mazzuca, Marco (MECP) <Marco.Mazzuca@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Assessment Branch, regarding the above-mentioned project. Please contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Regional Environmental Planner

Project Review Unit, Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

Phone: 437-213-1014 | trevor.bell@ontario.ca

From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Friday, August 15, 2025 9:43 AM
To: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>
Cc: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

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Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A
				Received 9/19/2025		
1	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr PM2.5, 24-hr PM10, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM10 and TSP concentrations using PM2.5/PM10 and PM2.5/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM10 and TSP were calculated.	The values do not align with the ratio calculation because the value presented for PM2.5 is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM10 and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM10 and TSP concentrations are also provided for a different station than PM2.5. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum PM2.5 98th percentile concentration was from the Toronto East station, while the maximum 24-hour PM2.5 concentration was from the Toronto West station. The ratios were then applied to the PM2.5 values from Toronto West to determine the maximum PM10 and TSP concentrations shown.	3
2	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Air Quality Assessment Report	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO2, as well as for the 24-hr and annual PM2.5 background concentration calculations. For example, the 1-hr NO2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	3
3	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment	3
4	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used should be able to represent vehicle movements on all segments of the project, including at flow control devices.	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies. Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study.	3
5	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	3
6	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp. Report revised for clarity.	1
7	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment. Report revised for clarity.	1
8	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation	3
9	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design elements on the modelled receivers.	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	3

10	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Noise Impact Assessment Report	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.6 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise By-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	1
11	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. **However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage.** The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	3
12	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a **monitoring and maintenance plan** to ensure that the proposed SWM facility will work efficiently as per design.	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage. The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: •A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; •The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; •The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; •The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; •The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed deisgn. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls; •Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; •If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, •A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."	1
13	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the SWM report.	3
14	Trevor Bell	Project Review Unit, Environmental Assessment Branch	Drainage and Stormwater Management Report	If no water quality or quantity measures are proposed at OF1, it is recommended that the final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the **downstream receiving system.**	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is **0.22 ha** and is not anticipated to have substantial effect the downstream receiving system.	3

From:	Dugas, Celeste (MECP)
To:	Miljus, Alexia L
Cc:	Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson; Andersen, Jeff (MECP); ian.greason@ontario.ca
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Friday, August 15, 2025 9:46:52 AM
Attachments:	image001.png

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Thank you! Have a great Friday.

From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Friday, August 15, 2025 9:44 AM
To: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning Celeste,

Absoutely. The e-mail has been shared with eanotification.cregion@ontario.ca.

Thank you,

Alexia Miljus | Environmental Planner
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C: 416-276-3096
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From: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Sent: Friday, August 15, 2025 9:40 AM
To: Miljus, Alexia L <amiljus@gfnet.com>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca <ian.greason@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Alexia

Can I ask that you please direct this to our Environmental Assessment team as they will be responsible for coordinating this.

The email address is as follows:

eanotification.cregion@ontario.ca

Regards,

Celeste Dugas

District Manager

York Durham District Office

Ministry of Environment, Conservation and Parks

Ministère de l'Environnement, de la Protection de la nature et des Parcs

230 Westney Road South, 5th Floor

Ajax, ON L1S 7J5

celeste.dugas@ontario.ca

Phone: (905)442-3105

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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Thursday, August 14, 2025 11:09 AM
To: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>; ian.greason@ontario.ca
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Good Morning Celeste,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
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As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

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As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

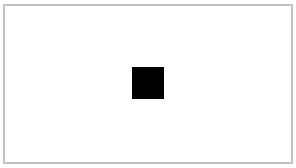
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

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Ministry of Transportation

GANNETT FLEMING

From:	Mulrenin, Colin (MTO)
To:	Alexia Miljus
Cc:	Catherine Voytenkov; Andrea Leung; Chong, Laura; Wat, Samson; margaret.mikolajczak@ontario.ca
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Monday, November 24, 2025 9:23:53 AM
Attachments:	image001.png image003.png image004.png image005.png image006.png

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Hi Alexia,

Thanks for providing, we have no further comments at this time.

Regards,

Colin Mulrenin (He/Him)
Senior Project Manager (York) | Highway Corridor Management Section
Ministry Of Transportation | Ontario Public Service
437-533-9427 | colin.mulrenin@ontario.ca

7th Floor
159 Sir William Hearst Avenue
Toronto ON Postal Code M3M 0B7

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From: Alexia Miljus <amiljus@gftinc.com>
Sent: November 21, 2025 2:40 PM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Hi Colin,

Please find the Response/Comment Spreadsheet (RCS) attached regarding the ESR Addendum. The RCS addresses the comments submitted by your team, and we kindly ask that you review the responses to confirm they adequately address your comments.

We would appreciate receiving your confirmation by **November 28, 2025**. Should you have any further questions or require clarification, please do not hesitate to reach out.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Sent: Friday, October 03, 2025 3:26 PM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

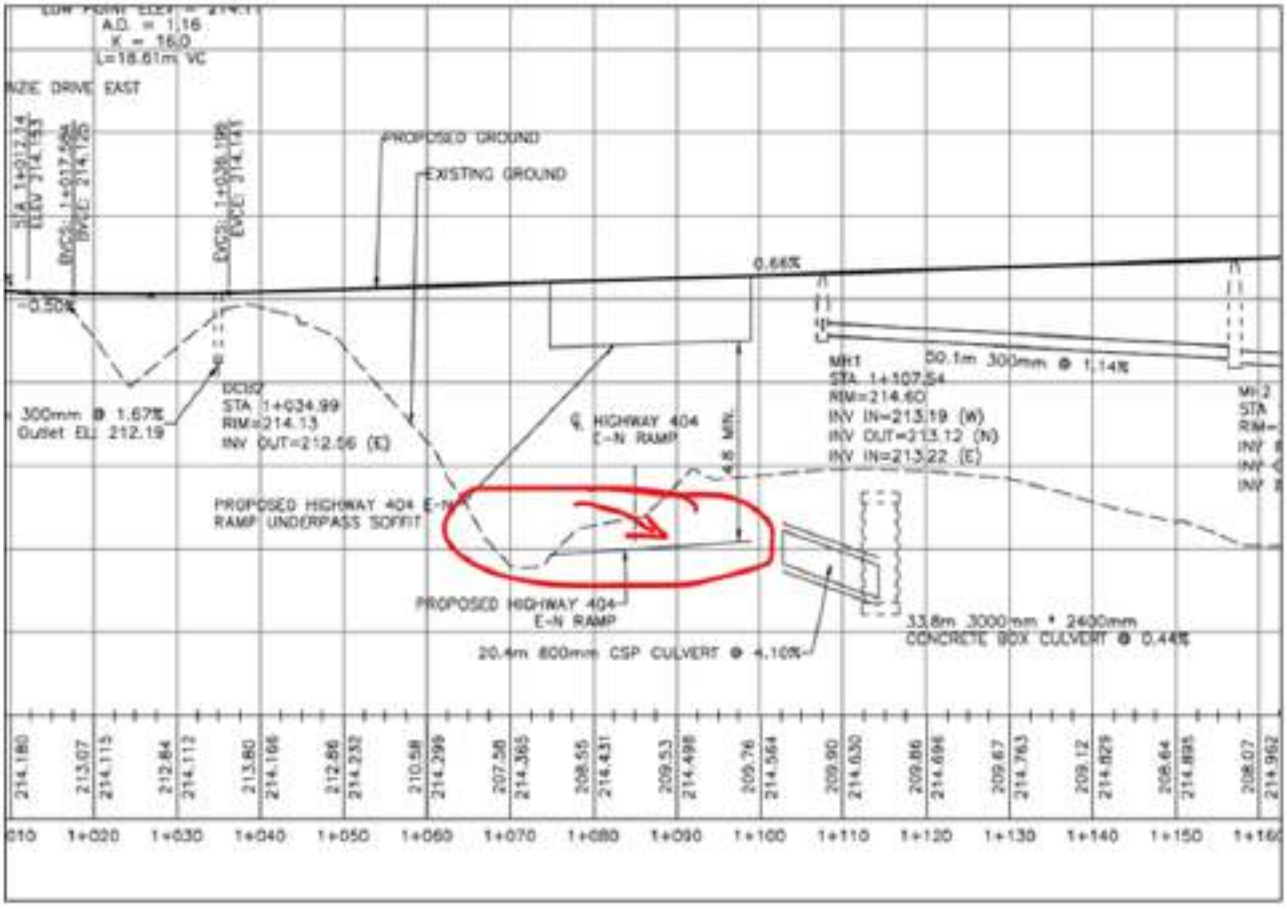
[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

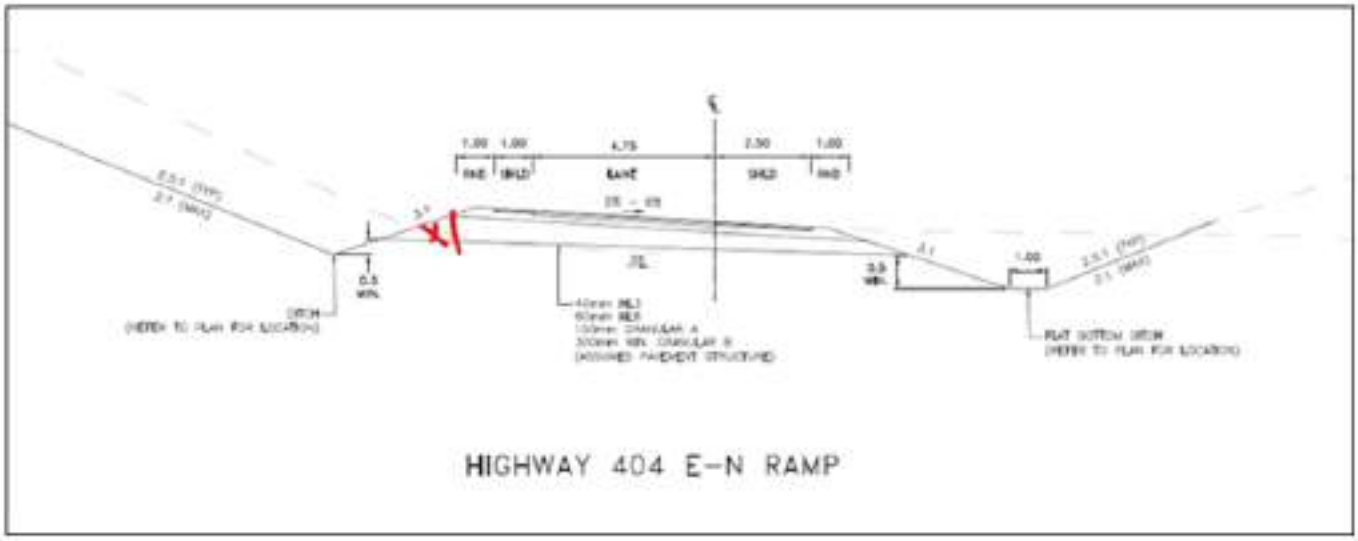
Thank you for your patience, please see our comments below:

1. The 404 E-N Ramp Exit design is more of a Freeway exit rather than crossing road exist design however is fine for this final submission. Detail design can fix this if necessary.

2. The ramp, according to the typical section, is sloping away from Major Mac. Drive, superelevated to the right. Please clarify if the clearance (4.6 min.) is still met at the shortest height location from under the bridge.

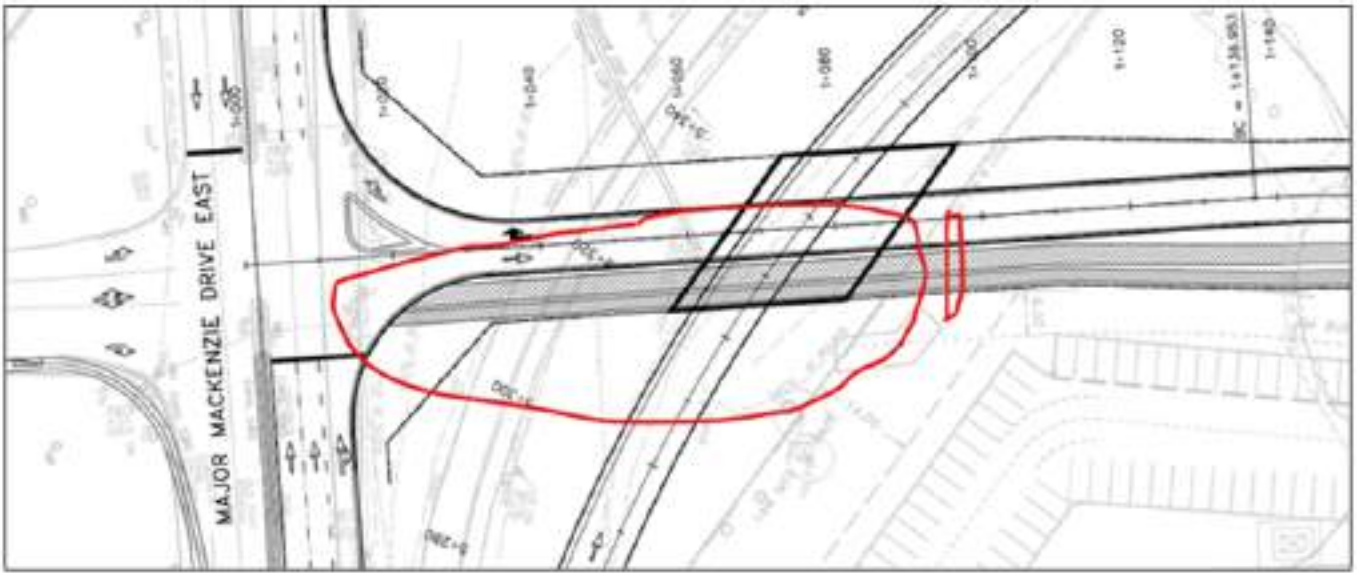


3. Probably best not to expose the sub-base material to drainage infiltration from the south side. No need to change the design, just a comment for the detail design record.



4. One cannot lead pedestrians and cyclist to an intersection that does not permit continuance as such. This violates expectations and someone who is led down this path will more than likely continue on as such instead of reversing course, thus making MTO liable for any resulting actions on their part. If no such infrastructure exists at the time of construction, then

the pathways cannot be built within our ROW at such a time until the Major Mac. infrastructure changes.



5. It is not clear if the entrance width has been widened in order to address our previous comment on signal head spacing.

6. In the Noise Report, It is noted that the posted speed limit for the off-ramp extension was changed from 50 km/h to 40 km/h. Please confirm that this is consistent with the current design.

Regards,

Colin Mulrenin (He/Him)
Senior Project Manager (York) | Highway Corridor Management Section

Ministry Of Transportation | Ontario Public Service

437-533-9427 | colin.mulrenin@ontario.ca

7th Floor

159 Sir William Hearst Avenue

Toronto ON Postal Code M3M 0B7

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---

From: Alexia Miljus <amiljus@gftinc.com>
Sent: September 26, 2025 4:52 PM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Janke, Aaron (MTO) <Aaron.Janke@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Colin,

I'm following up again regarding the ESR Addendum for the Highway 404 Ramp Extension at Major Mackenzie Drive. We are trying to confirm the status of your review in order to keep our schedule for the next phase on track.

Could you please advise if you have any comments to provide, or let us know the expected timing for your feedback?

Thank you in advance for your attention, and we would appreciate a response at your earliest convenience.

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

GFT: Ingenuity That Shapes Lives™

Vacation Alert: Sept 29th - Oct 3rd

From: Alexia Miljus <amiljus@gftinc.com>
Sent: Tuesday, September 16, 2025 2:00 PM

To: Alexia Miljus <amiljus@gftinc.com>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Janke, Aaron (MTO) <Aaron.Janke@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Arieh Kolet <Arieh.Kolet@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good Afternoon Colin,

I'm following up regarding the ESR Addendum for Highway 404 Ramp Extension at Major Mackenzie Drive. We would appreciate any comments or feedback you may have to help us stay on schedule for the next phase.

Could you please confirm if you have any comments to provide, or advise on the anticipated timing for your review?

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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Vacation Alert: Sept 29th - Oct 3rd

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Thursday, August 28, 2025 4:38 PM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Janke, Aaron (MTO) <Aaron.Janke@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Arieh Kolet <Arieh.Kolet@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Colin,

We appreciate the confirmation. We'll await your comments.

Have a good evening,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

GFT: Ingenuity That Shapes Lives™

From: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Sent: Thursday, August 28, 2025 4:35 PM
To: Miljus, Alexia L <amiljus@gfnet.com>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Janke, Aaron (MTO) <Aaron.Janke@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Arieh Kolet <Arieh.Kolet@ontario.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Hi Alexia,

I am still waiting for a response from several of our offices and will provide comments when available. Thank you for your patience.

Regards,

Colin Mulrenin (He/Him)
Senior Project Manager (York) | Highway Corridor Management Section

Ministry Of Transportation | Ontario Public Service

437-533-9427 | colin.mulrenin@ontario.ca

7th Floor

159 Sir William Hearst Avenue

Toronto ON Postal Code M3M 0B7



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From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: Thursday, August 28, 2025 3:43 PM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Janke, Aaron (MTO) <Aaron.Janke@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Colin,

As you know, the Draft ESR Addendum was circulated to on August 14, 2025, with comments requested by **today**.

As we move toward finalizing the Addendum, we are following up to confirm whether you have any comments or feedback to provide. While the comment period is now closing, we would still welcome any input you wish to share as soon as possible so it can be considered in the next steps of the process.

Thank you for your engagement in this project.

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Thursday, August 14, 2025 11:34 AM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>; Francesca.Brown@ontario.ca <Francesca.Brown@ontario.ca>; Aaron.Janke@ontario.ca <Aaron.Janke@ontario.ca>; Jerome.Simpson@ontario.ca <Jerome.Simpson@ontario.ca>; Arieh Kolet <Arieh.Kolet@ontario.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Colin,

Looping you into the circulation of the Draft ESR Addendum. Please see below.

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

GFT: Ingenuity That Shapes Lives™

From: Miljus, Alexia L <amiljus@gfnet.com>
Sent: Thursday, August 14, 2025 11:14 AM
To: Arieh Kolet <Arieh.Kolet@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; margaret.mikolajczak@ontario.ca <margaret.mikolajczak@ontario.ca>; Francesca.Brown@ontario.ca <Francesca.Brown@ontario.ca>; Aaron.Janke@ontario.ca <Aaron.Janke@ontario.ca>; Jerome.Simpson@ontario.ca <Jerome.Simpson@ontario.ca>
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good Morning Arieh,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don’t hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

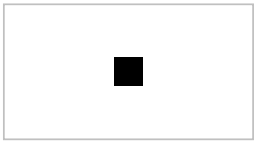
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

E: amiljus@gftinc.com

C: 416-276-3096

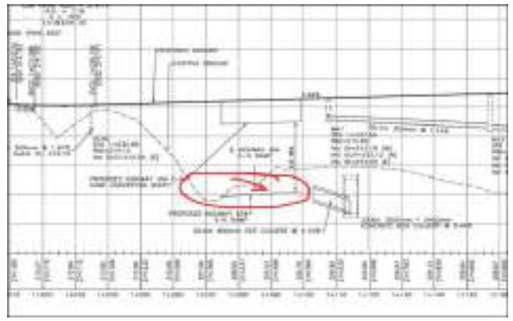
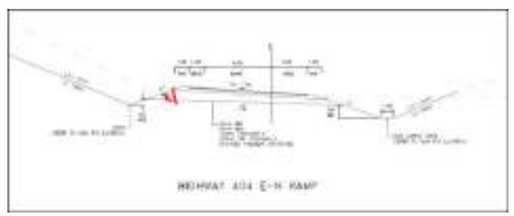
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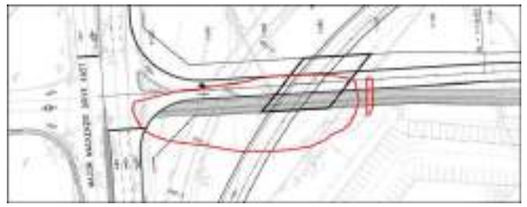


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Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A
				Received 10/3/2025		
1	Colin Mulrenin			The 404 E-N Ramp Exit design is more of a Freeway exit rather than crossing road exist design however is fine for this final submission. Detail design can fix this if necessary.	Noted. Detailed design to revisit and confirm this. Section 6.1.5 of the ESR Addendum notes this commitment.	3
2	Colin Mulrenin			The ramp, according to the typical section, is sloping away from Major Mac. Drive, superelevated to the right. Please clarify if the clearance (4.6 min.) is still met at the shortest height location from under the bridge. 	Confirmed that the minimum clearance is still met and detailed design will reconfirm this. Section 6.1.5 of the ESR Addendum notes this commitment.	3
3	Colin Mulrenin		Drainage and Stormwater Management Report	Probably best not to expose the sub-base material to drainage infiltration from the south side. No need to change the design, just a comment for the detail design record. 	Acknowledged. Report revised for clarity.	1

4	Colin Mulrenin			One cannot lead pedestrians and cyclist to an intersection that does not permit continuance as such. This violates expectations and someone who is led down this path will more than likely continue on as such instead of reversing course, thus making MTO liable for any resulting actions on their part. If no such infrastructure exists at the time of construction, then the pathways cannot be built within our ROW at such a time until the Major Mac. infrastructure changes. 	Since the Region has not conducted an EA for the widening of Major Mackenzie Drive (MMD) for rapid transit and cycle tracks, EA Addendum's preliminary drawings are showing the widened road for illustrative purposes only (without the details of transit, cycling tracks or sidewalks). Additionally, The proposed AT facilities on the extension road is not intended to be constructed on day one. Rather it would be phased and constructed in alignment with the widening of MMD and the construction of cycle tracks along MMD. We have added a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.5 of the ESR Addendum notes this commitment.	3
5	Colin Mulrenin			It is not clear if the entrance width has been widened in order to address our previous comment on signal head spacing.	Tying to the comment above - the actual configuration of the intersection at Major Mackenzie at the time of detailed design and eventual construction, we have added a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.5 of the ESR Addendum notes this commitment.	1
6	Colin Mulrenin		Noise Impact Assessment Report	In the Noise Report, It is noted that the posted speed limit for the off-ramp extension was changed from 50 km/h to 40 km/h. Please confirm that this is consistent with the current design.	The Noise Report references a reduction in the posted speed limit for the off-ramp extension from 50 km/h to 40 km/h. We confirm that the 40 km/h operating speed is consistent with the current design and reflects the most up-to-date geometric layout and design assumptions provided by the project team.	1

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, January 16, 2025 8:31 AM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open

Hi Colin,

Thank you for your prompt response. We will document MTOs comments in our EA addendum accordingly.

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham

101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Sent: Wednesday, January 15, 2025 4:41 PM
To: Chong, Laura <LChong@markham.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

Good afternoon Laura,

MTO has a 400m desirable offset spacing criteria from a ramp terminal intersection to the first entrance/intersection along a ramp terminal extension road. The purpose of this spacing is to ensure that potential vehicle queues do not extend back to the ramp intersection and disrupt highway operations.

Please let me know if you have any further questions,

Colin Mulrenin (He/Him)
Corridor Management Planner (York/Simcoe) | Highway Corridor Management Section
Ministry Of Transportation | Ontario Public Service
437-533-9427 | colin.mulrenin@ontario.ca

7th Floor
159 Sir William Hearst Avenue
Toronto ON Postal Code M3M 0B7

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From: Chong, Laura <LChong@markham.ca>
Sent: Monday, January 13, 2025 2:06 PM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

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Hi Arieh and Colin,

Can MTO please provide the basis for this decision?

Thank you,
Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Sent: Monday, January 6, 2025 4:21 PM
To: Chong, Laura <LChong@markham.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

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Hi Laura,

Happy New Year.

MTO still holds this position. All access to the development site will be permitted only from Markland St. and not from the new connection/extension road being constructed.

Regards,

Arieh Kolet
Senior Project Manager, York Region | Corridor Management / Operations Division
Ministry of Transportation | Ontario Public Service
(437) 833 9487 | arieh.kolet@ontario.ca

Ontario

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From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, November 13, 2024 11:13 AM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: Highway 404 Ramp Extension EA - 710 Markland Development

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Arieh,

The City received an application for development of 710 Markland Street, which is the property adjacent to the subject road extension on the east side. The latest site plan submission is attached for reference. The owner also owns the property to the east of the extension, which they plan to develop in the future. However, they have not submitted an application for this property yet.

While the current submission does not include an access to the extension road, it is our understanding that their intension is to have an access in the future (on both sides of the road). We also understand that MTO previously commented on this application that no new driveway connections are permitted on the proposed extension. **Please confirm if MTO still holds this position, or if it may change on a case-by-case basis.**

As we are in the finalization stages of the preliminary design, we would appreciate your feedback along with your comments on the preliminary design, or shortly after, as this may affect the recommended cycling facilities.

Thank you,

Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000 Ext. 3136
M: 647.740.1687
F: 905.479.7771
lchong@markham.ca



Connect with us:



PROJECT KICKOFF

Project:	City Of Markham - Highway 404 Ramp Extension at Major Mackenzie - EA Amendment	**GF Project #:**	074748
Meeting Date:	Wednesday, May 24, 2023	**Time:**	10:00 AM – 11:00 AM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company**	**In Attendance (Y/N)**
Alberto Lim (AL)	alim@markham.ca	City of Markham (**CM**)	Y
Samson Wat (SW)	swat@makrham.ca	**CM**	N
Salia Kalali (SK)	skalali@markham.ca	**CM**	N
Francesca Brown (FB)	Francesca.brown@ontario.ca	Ontario Ministry of Transportation (**MTO**)	Y
William Francolini (WF)	william.francolini@ontario.ca	**MTO**	N
Tom Hewitt (TH)	tom.hewitt@ontario.ca	**MTO**	N
Aaron Janke (AJ)	Aaron.janke@ontario.ca	**MTO**	Y
Margaret Mikolajczak (MM)	Margaret.Mikolajczak@ontario.ca	**MTO**	Y
Rebecca Palys (RP)	Rebecca.Palys@ontario.ca;	**MTO**	Y
Nelson Tuen (NT)	Nelson.Tuen@ontario.ca;	**MTO**	Y
John Van Voorst (JVV)	John.VanVoorst@ontario.ca	**MTO**	N
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	Gannett Fleming (**GF**)	Y
Andrew Ostler (AO)	aostler@gfnet.com	**GF**	Y
Andrew Roberts (AR)	aroberts@gfnet.com	**GF**	Y
Andrew Ward (AW)	award@gfnet.com	**GF**	Y
Kosta Catsiapis (KC)	kcatsiapis@gfnet.com	**GF**	Y
David Jackson (DJ)	dajackson@gfnet.com	**GF**	Y
Kyle Tang (KT)	kytang@gfnet.com	**GF**	Y
John Hagan (JH)	John.hagan@gemtec.ca	Gemtec (**GEM**)	Y

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introductions**	
1.1	**City of Markham** • Alberton Lim – PM, Capital Works	**INFO**
1.2	**Ontario Ministry of Transportation** • Margaret Mikolajczak – Senior Project Manager • Aaron Janke - Traffic	**INFO**

	• Francesca Brown – Corridor Management Engineer • Rebecca Palys – Senior Project Manager Engineer – Highway Engineering • Nelson Tuen - Traffic	
1.3	**Gannet Fleming – Prime Consultant** • Catherine Voytenkov – Project Manager • Andrew Ostler – Engineering Lead • Andrew Roberts – Planning Lead • Andrew Ward – Structural Lead • David Jackson – Drainage Lead • Kosta Catsiapis – Project Principal • Kyle Tang – EIT Support	**INFO**
1.4.	**GEMTEC – Geotechnical** • John Hagan – Geotechnical Engineer	**INFO**
2.0	**<u>Project Background</u>**	
2.1.	• GF has been retained by Markham to complete an addendum to the previously approved EA for the Highway 404 North Bound Off Ramp Extension at Major Mackenzie Drive East • Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street • The 2009 EA was completed for a ramp extension road to alleviate traffic in the area • Addendum is triggered by 10-year lapse	**INFO**
2.2.	**2009 EA** • Completed by McCormick Rankin • New road connecting Major Mackenzie Drive to Markland, beginning at Hwy 404 NB offramp • Land configuration 2 NB lanes – 1 SB Lane • Extension road to overpass relocated onramp	**INFO**
2.3.	**2011 30% Design** • Deferred to limited costs/benefits of the projects • MTO comment at the time: • Concern with traffic backing up onto Markland • Prefer to prohibit outbound access (SB) from ramp extension to arterial road • **GF noted that the focus of the addendum will be based on 2009 EA and will not consider 2011 preliminary design.**	**INFO**
2.4.	**2023 EA Addendum** • EA has not been implemented in 10 years and needs refreshing • New/update studies - *Geotech & Excess Soils* - *Noise & air quality* - *Topographic survey* - *Drainage* - *Natural environment*	**INFO**

	• **The intent is to conduct sufficient preliminary investigation during the EA Addendum phase to inform the Terms of Reference for the Detailed Design phase.**	
3.0	**Data Request**	
3.1.	• Record drawings • Topography (as available) • Previous reports • *Post meeting notes – Recent traffic counts*	**MTO**
4.0	**Geotechnical Strategy**	
4.1.	• Geotech will be completed at this stage in order to complete addendum only - *Two deep (10m) boreholes to support future bridge design* - *Synergized pavement information for roadway and ramp* - *ESA Phase 2* - *De-risk detail design foundations elements* • Will serve as a basis to plan future investigation during detailed design • **Need MTO to confirm requirements/needs for Detail Design** - ***Pavement Scope*** - ***Foundations Scope***	**MTO**
5.0	**Proposed Works**	
5.1.	**Extension Road** • Extension road to include 1 southbound and 2 northbound lanes • Extension road to proceed as a grade separation, on top of the realigned onramp	**INFO**
5.2.	• GF noted locations where MTO currently has outbound access from ramp extension to arterial road • MTO advised that approaches accepted at other extensions may not be approved at this location • **MTO to provide formal comments upon review/revisit of the 2009 EA**	**MTO**
5.3.	**Off-Ramp** • MTO asked about whether the project will review replacing the current 3 lane offramp with 4 lanes • It was noted that 2009 ESR *"assume future highway 404 NB exit ramp at 4-lane. Details of the design is to be determined by MTO at time of construction."* • GF noted overhead sign structure will also require modification to suit widening	**INFO**
5.4.	**Major Mackenzie** • MTO requested info on any plans for widening of Major Mackenzie Drive • COM not aware of any plans • Currently not in 10-year Region capital forecast	**INFO**
5.5.	**Midblock Crossing**	**INFO**

	• COM advised MTO of an underpass at Highway 404 between Elgin Mills and Major Mackenzie is currently in detail design by York Region, but this is not in YR's 10-year construction program.	
6.0	**Traffic**	
6.1.	• MTO questioned whether a Traffic Study was completed during EA phase.	**INFO**
6.2.	• **GF and City confirmed yes and will provide MTO with a copy of existing traffic studies** (per minutes attachments) • *Post meeting notes – Kind note per communication with MECP (see enclosed email), the MCEP confirmed that to satisfy the requirements of the EA Amendments, City needs to provide updates on Noise, Air Quality and SWM only. MECP also indicated the following: "It should be made clear to review agencies and the public that when an Addendum to an ESR is issued, only the items in the addendum (i.e., the changes) are open for review, i.e., Aonly the proposed changes to the recommended undertaking are open for review."*	**GF**
7.0	**Encroachment Permit**	
7.1.	• MTO confirmed EA Addendum Work requires encroachment permit for field work • MTO advised to apply as soon as possible as the permit may take 2-6 weeks to be obtained	**GF**
8.0	**Project Schedule**	
8.1.	• Field investigations to be completed summer 2023 • EA Amendment to be completed Fall 2023	**INFO**
8.2.	• MTO will aim for reviews to be completed in 2 weeks but are not able to confirm this timeframe	**INFO**
9.0	**Next Step**	
9.1.	GF to provide MTO with • 2009 ESR • Previous preliminary preferred design • Existing traffic studies	**GF**
9.2.	GF to apply for encroachment permit for field studies	**GF**
9.3.	**Kind request to MTO to provide feedback on the following by June 9th.** • review gap analysis document and provide feedback • review proposed geotech scope and provide feedback • provide data requested	**MTO**

Attachment #1 – City of Markham EA Amendment – Hwy 404 NB Ramp Extension - MTO Kickoff Meeting.pdf

Attachment #2 – Gap Analysis - Documenting a review of relevant regulatory changes and design standards updates since 2009.

Attachment #3A – Proposed Road Extension at Hwy 404 NB Exit Ramp and Major Mackenzie Drive MCEA

Attachment #3B – Proposed Road Extension at Hwy 404 NB Exit Ramp and Major Mackenzie Drive MCEA Appendices

Attachment #4 – MECP EA Addendum Correspondence

End of Document

CITY OF MARKHAM – HIGHWAY 404 S-EW OFFRAMP EXTENSION – EA ADDENDUM

Presented by:
Catherine Voytenkov

May 2023

Highway 404 NB Off Ramp Extension – EA Addendum
Agenda

1. Introduction
2. Project Overview
3. Key Design Approach Discussion
4. Data Request
5. Geotech Strategy
6. Encroachment Permit for field investigation

GANNETT FLEMING

Introduction

- GF has been retained by Markham to complete **an addendum to the previously approved EA** for the Highway 404 North Bound Off Ramp Extension at Major Mackenzie Drive East
- Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street
- The 2009 EA was completed for a ramp extension road to alleviate traffic in the area
- Addendum is triggered by 10-year lapse

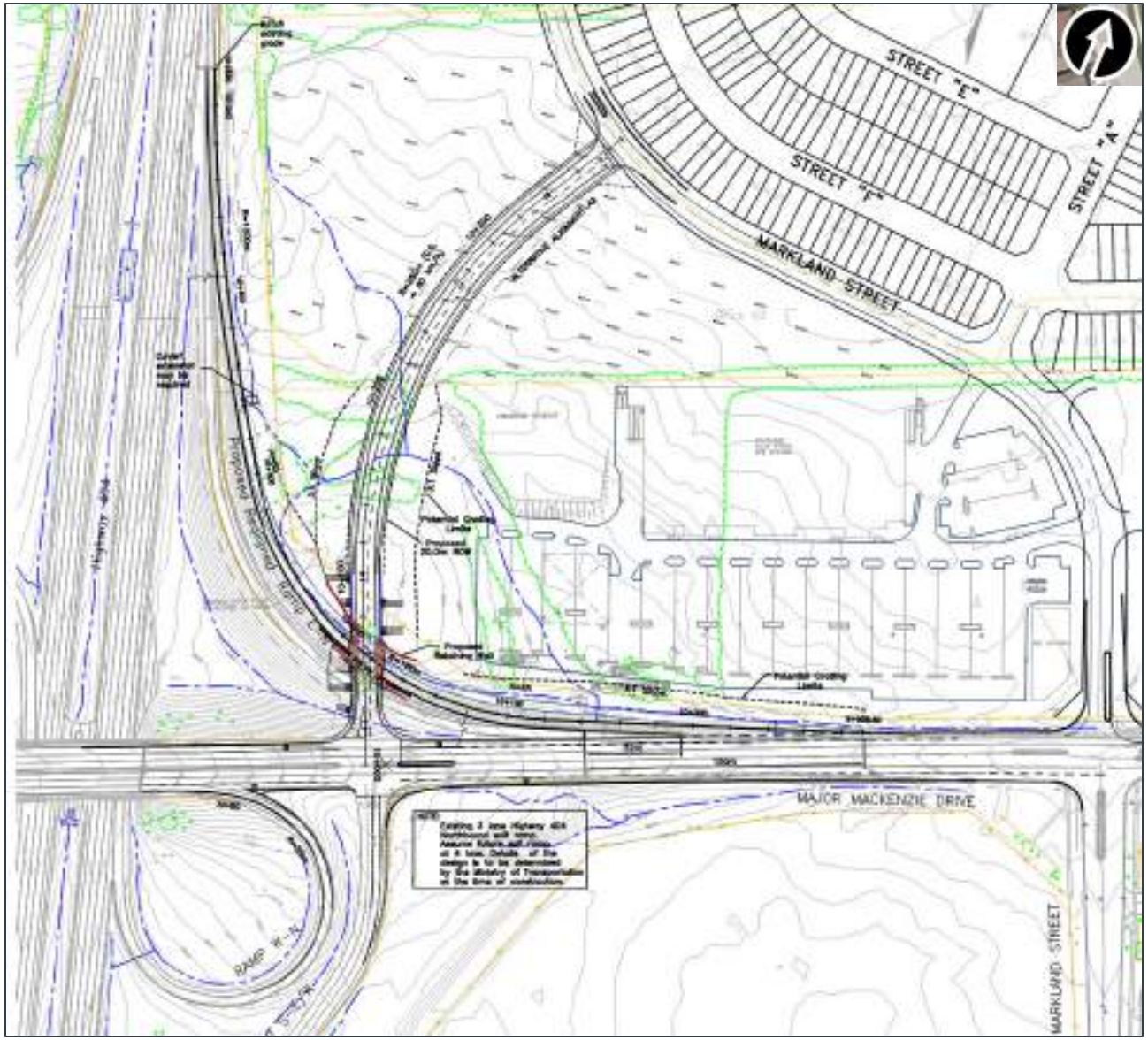


GANNETT FLEMING

Project Overview

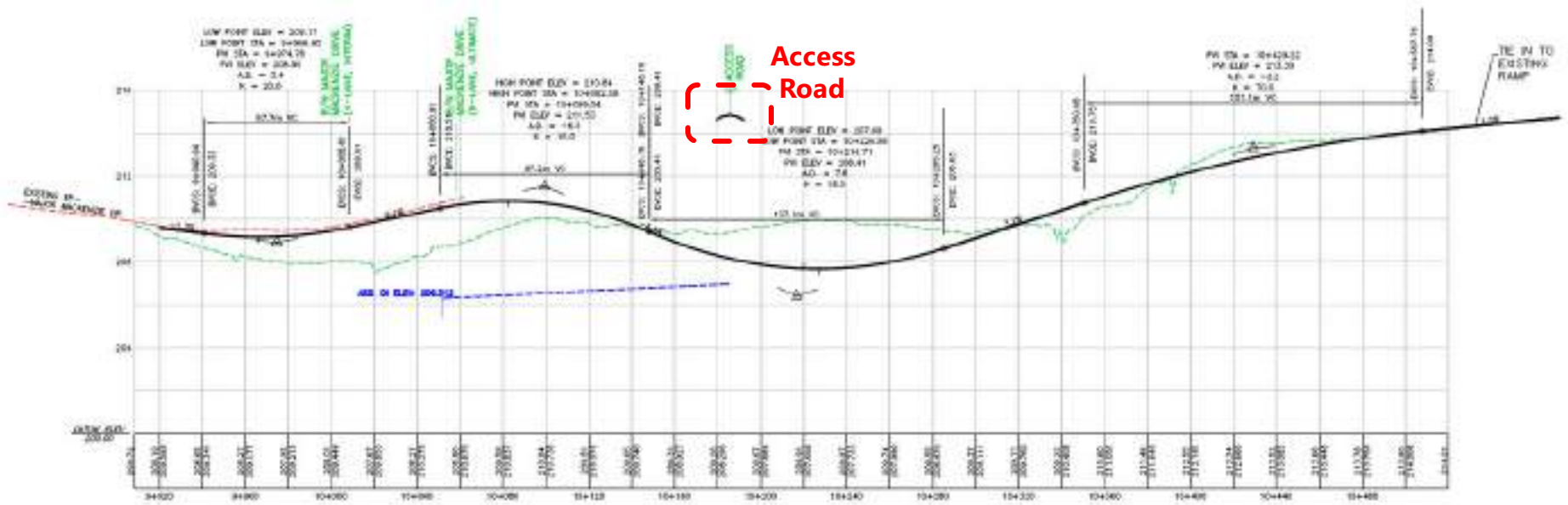
- 2009 EA
  - Completed by McCormick Rankin
  - New road connecting Major Mackenzie Drive to Markland beginning at Hwy 404 NB offramp
  - Land configuration 2 NB lanes – 1 SB Lane
  - Extension road to overpass relocated onramp

- 2011 30% Design
  - Deferred to limited costs/benefits of the projects
  - MTO comment at the time:
    - Concern with traffic backing up onto Markland
    - Prefer to prohibit outbound access (SB) from ramp extension to arterial road

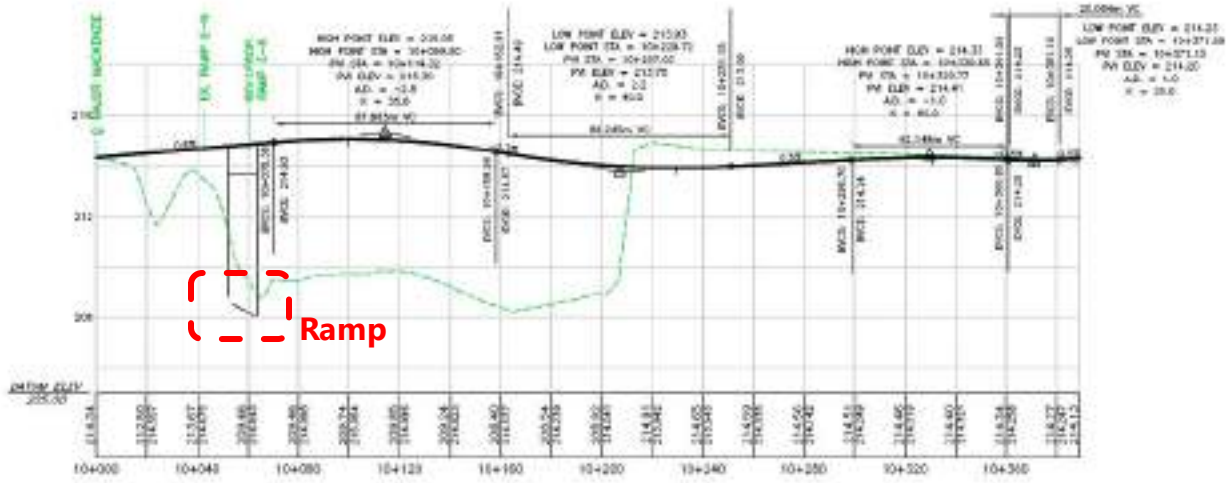


2009 EA Preliminary Preferred Alignment

GANNETT FLEMING



PROFILE – PROPOSED E-N RAMP



PROFILE – ACCESS ROAD PREFERRED ALTERNATIVE ALIGNMENT

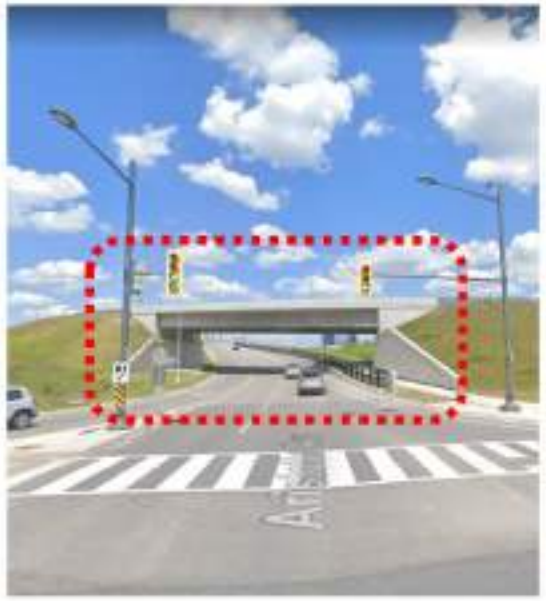
- The 2023 EA Addendum will continue following the Schedule 'C' process in the MCEA Guidelines (2023)
- Excerpt from EA and not 2011 Preliminary Design

GANNETT FLEMING

Project Overview – Cont'd

- Sample intersection with SB access







Highway 404 and Highway 7 Interchange - Northeast Quadrant - Grade Separated Structured (E-N Ramp & Aristotle Avenue)

GANNETT FLEMING

Project Overview

- 2023 EA Addendum

  - EA has not been implemented in 10 years and needs refreshing

  - New/update studies
    - Geotech & Excess Soils
    - Noise & air quality
    - Topographic survey
    - Drainage
    - Natural environment

  - The intent is to The intent is to conduct sufficient preliminary investigation during the EA Addendum phase to inform the Terms of Reference for the Detailed Design phase

GANNETT FLEMING

Key Design Approach Discussion

- Roadway
  - Re-validation of roadway design
  - ROW delineation
- Bridge
  - Bridge foundation design
  - Bridge span
  - Box culvert
- Drainage
  - Update study to consider MTO ROW and extension drainage
- Constructability/Staging
  - Re-validation of staging design

Seeking MTO input on the Gap Analysis Document to identify needs and requirements.

GANNETT FLEMING

Data Request

- Request made April 5, 2023
  - Record drawings
  - Topography (as available)
  - Previous reports

Question: Could MTO confirm when the requested data can be provided?

GANNETT FLEMING

Geotechnical Strategy

- Geotech will be completed at this stage in order to complete addendum only
  - Two deep (10m) boreholes to support future bridge design
  - Synergized pavement information for roadway and ramp
  - ESA Phase 2
  - De-risk detail design foundations elements
- Will serve as a basis to plan future investigation during detailed design
- MTO requirements/needs for Detail Design
  - Pavement Scope
  - Foundations Scope



Preliminary Proposed Borehole Locations

Seeking MTO feedback on geotechnical requirements to be documented in the EA Addendum as requirement during the detailed design phase.

GANNETT FLEMING

Encroachment Permit – Studies

- Topographic survey
- Geotechnical investigation
- Natural environment

Highway corridor management | ontario.ca

Signs/Banners/Commercial and Municipal Activities on Highway Right-of-Way	$520.00	One Time Fee

Question: MTO to confirm this is the correct permit

GANNETT FLEMING

Project Schedule and Next Steps

- Field investigation – Summer 2023
- Base map compilation – Summer 2023
- Evaluate and validate 2009 Preferred Design Option – Alignment and Profile – Fall 2023
- Preliminary Design and Design Brief – Fall 2023
- ESR Addendum – October 2023

GANNETT FLEMING

GANNETT FLEMING

THANK YOU!

TRAFFIC TOR MEETING WITH MTO

Project:	City Of Markham - Highway 404 Ramp Extension at Major Mackenzie – Traffic & Foundations	**GF Project #:**	074748
Meeting Date:	Thursday, November 23, 2023	**Time:**	01:00 PM – 02:00 PM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company**	**In Attendance (Y/N)**
Tom Hewitt (TH)	tom.hewitt@ontario.ca	Ontario Ministry of Transportation **(MTO)**	Y
Budhi Kharel (BK)	budhi.kharel@ontario.ca	MTO - Foundations	Y
Vid Krznaric (VK)	vid.krznaric@ontario.ca	MTO – Structural	Y
Thomas Lieou (TL)	thomas.lieou@ontario.ca	MTO - Electrical	Y
Jerome Simpson (JS)	jerome.simpson@ontario.ca	MTO - Traffic	Y
Frederic Szymanski (FS)	frederic.szymanski@ontario.ca	MTO – Program Delivery Office	Y
William Francolini (WF)	william.francolini@ontario.ca	MTO	N
Margaret Mikolajczak (MM)	margaret.mikolajczak@ontario.ca	MTO – Corridor Management	N
John Van Voorst (JV)	john.vanvoorst@ontario.ca	MTO	N
Linda Fischer (LF)	linda.fischer@ontario.ca	MTO	N
Rebecca Palys (RP)	rebecca.palys@ontario.ca	MTO	N
Laura Chong (LC)	lchong@markham.ca	City of Markham **(CM)** – Project Manager	Y
Samson Wat (SW)	swat@markham.ca	CM – Manager, Transportation Policy and Strategy	N
Kosta Catsiapis (KC)	kcatsiapis@gfnet.com	Gannett Fleming **(GF)** – MTO Interface Specialist	Y
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	GF – Project Manager	Y
Andrew Ostler (AO)	aostler@gfnet.com	GF – Project Engineer	N
Jigar Patel (JP)	jpatel@gfnet.com	GF – Traffic Lead	Y
Bhumika Patel (BP)	bhpatel@gfnet.com	GF – EIT	Y

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introductions**	
1.1	**City of Markham** • Laura Chong – PM, City of Markham, replacing Alberto Lim	**INFO**

Item No.	Meeting Notes	Action Lead /Due Date
1.2	**Ontario Ministry of Transportation** • Budhi Kharel – Foundations • Jerome Simpson – Traffic • Vid Krznaric – Structural • Thomas Lieou – Electrical • Frederic Szymanski – Program Delivery Office	**INFO**
1.3	**Gannet Fleming – Prime Consultant** • Catherine Voytenkov – Project Manager • Jigar Patel – Traffic Lead • Kosta Catsiapis – MTO Interface Specialist • Bhumika Patel - EIT	**INFO**
2.0	**<u>Consultation Recap & Project Overview</u>**	
2.1.	• **This is the second meeting with MTO, following the initial consultation meeting on May 24, 2023.** • GF has been retained by City of Markham to complete an addendum to the previously approved EA for the Highway 404. Northbound Off Ramp Extension at Major Mackenzie Drive East. • Previous EA was completed in 2009, and profiles were proposed for road extension and realigned ramp to alleviate traffic in the area. • Addendum is triggered by 10-year lapse. • Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street.	**INFO**
2.2.	**Geotech strategy** • **MTO (BK)** inquired about the purpose of the boreholes. • **GF (CV)** noted that **2 deep foundation boreholes (approx. 10 m)** are designed for the overpass of the road over the realigned ramp, for EA addendum. • Comments from previous MTO meeting in May were focused on the pavement. • **MTO (BK)** asked if **GF** will be sharing the information with **MTO.** • **GF (CV)** responded that GF is looking to close out the EA. addendum and **CM** will carry out detail design and further information will be coordinated. • **GF** is seeking feedback in writing for proposed **Foundations Scope** approach in two streams: ***a) Buy-in to the EA addendum approach – to rule out fatal flaws*** ***b) MTO to provide detailed design requirements, which will be captured in the updated ESR – to ensure detail design compliance.*** • **MTO (BK)** provided MTO standards library for soil strata and foundation detailed design - https://foundation.mto.gov.on.ca/ • **As part of the EA addendum, GF will be developing the Preliminary design to close out the EA process.**	**MTO** **Dec 21, 2023** **GF**

Item No.	Meeting Notes	Action Lead /Due Date
3.0	**Traffic Study Update – Terms of Reference Discussion**	
3.1.	• Following receipt and review of MTO comments on August 14 (post May 24, 2023, MTO meeting), in addition to other stakeholder feedback, **CM** is considering adding a Traffic Study Update to the EA Addendum. • This meeting aims to provide MTO with an overview of the city's intended approach.	**INFO**
3.2.	• **GF (JP)** walked the meeting attendees through the previous EA traffic study and observations - see attached slide deck for details.	**INFO**
3.3.	• **GF** is preparing a Terms of Reference in consultation with **YR** and **MTO**, **intending to conduct this study update with a focused scope, aiming to reaffirm the need and justification for this project.** • **Traffic Study Report Terms of Reference memo will be prepared for stakeholders' review and buy-in.**	**GF** **Early 2024**
4.0	**Traffic Study Area**	
4.1.	• Study area to remain the same as the 2009 EA. • Key land use assumptions remain unchanged from the previous EA for the area. • 5 signalized intersections along Major Mackenzie Drive. Two signals at Highway 404 ramps, Markland Street, Nichols Blvd and Woodbine Avenue. • **GF** noted that **YR** agreed to the proposed traffic study area. • **MTO (FS)** inquired about Major Mackenzie Drive being 6 lanes in the traffic study. • **GF** noted study to assume Major Mackenzie as 6 lanes as suggested by York Region. • **MTO (FS)** noted that **YR** needs to be involved to ensure long-term plans are not precluded. GF confirmed it is coordinating with YR. • **MTO (FS)** suggested that an MUP will be built along the south side of Major Mackenzie Drive up to the west side of the Carpool lot. • **GF to confirm if YR plans to extend the MUP east of the interchange.** • **MTO to highlight/provide any other information that GF should be aware of for this study.**	**GF** MTO
5.0	**Traffic Counts**	
5.1.	• Previous EA traffic study was based on 2005 traffic counts. • Latest Traffic counts for intersection 1 is from 2009. • Latest traffic counts for intersection 2 from 2021 may have pandemic impact. • Latest traffic counts are from 2018 for Markland Street and Woodbine Avenue. • **GF is proposing to carry out new traffic counts for the updated Traffic study.**	**GF**
6.0	**Traffic Forecasting and Operational Analysis**	
6.1.	• 2041 to be horizon year for forecasting purpose. Forecasting to be carried out either by growth factors or outputs from latest ABM models of **YR.**	**GF**

Item No.	Meeting Notes	Action Lead /Due Date
	• **GF will document the approach as part of the methodology memo.** • **GF will consider any additional source or forecasting approach that MTO suggests – MTO to confirm.** • Synchro software will be used for existing and horizon year traffic analysis, for with and without proposed connection operation analysis. • **GF will document mitigation strategy and summarize them in traffic study report for stakeholders' approval.**	**MTO** **GF**
7.0	**Deliverables & Schedule**	
7.1.	• Two (2) deliverables with a tentative schedule of 17 weeks, including traffic counts and review time: *a) Traffic Study Update Terms of Reference (TOR) - study methodology memo to document the approach.* *b) Traffic Study Update Report – traffic counts, forecasting, analysis findings.* • **GF will prepare methodology memo for the approval of YR and MTO.**	**GF**
8.0	**Open Discussion**	
8.1.	Roadway Geometry • **MTO (TH)** provided clarification on absence of SBLT at the ramp terminal intersection, that Ministry policy doesn't allow SBLT at ramp terminal intersection (e.g., left turns prohibited from west to north and north to east). • **CM (LC)** inquired on number of lanes required for the road extension, regarding MTO comments received after initial consultation meeting with MTO in May 2023. • **MTO (JS)** responded that MTO typically needs 4 lanes on the off-ramp to support 2 inbound and 2 outbound lanes. • **MTO (TH)** further clarified that the off-ramp from the highway is typically designed as L, LT, TR, R with 2 inbound lanes matching the 2 through lanes, ensuring future expandability of the interchange remains unimpacted. • There are 2 different scenarios for the proposed number of lanes: *a) one lane outbound with median island directs traffic to the left (structural island design can be looked up into Highway Access Management Manual)* *b) 2 outbound lanes require traffic warrants, and the decision is driven by geometric, traffic volumes, and orientation factors* • **MTO (TH)** noted that these factors will determine the number of lanes needed. • **MTO will review the analysis and findings and provide comments.** • **GF (KC)** noted that Hwy 7 and 404 interchange (two interchanges south of Major Mackenzie Drive) shows the layout for channelization. • **The discussion concluded that the road extension does not have to be 4 lanes but should be based on traffic findings and geometric feasibility.**	**INFO** **MTO**

Item No.	Meeting Notes	Action Lead /Due Date
8.1.	• **MTO** further noted that when designing the road extension and the ramp realignment, geometry needs to consider future impact of Major Mackenzie Drive widening to 6-lanes to avoid ramp reconstruction.	
8.2	Drainage and grades • **MTO (FS)** noted that **Major Mac from the east ramp terminal to the west ramp terminal falls within the MTO controlled area and thus needs to be designed to MTO standards. MTO suggested considering having RAQs designers to ensure smooth approval of detailed design.** • **MTO (TH)** noted the need to ensure sufficient clearance between the road and the ramp, the preliminary design should have sufficient buffer for positive drainage, superstructure depth, and grades of the ramp, etc. • **MTO (FS)** will not inherit any pumping station, thus the design must achieve positive drainage. **MTO** will not accept a design with a pumping station unless the **CM** or **YR** assumes responsibility of the pumping station.	**INFO**
9.0	**Turnaround time**	
9.1.	• **GF will circulate the minutes along with the Traffic scope for MTO review.** • **MTO will review the submitted TOR and provide feedback within 2-3 weeks.** • **MTO (TH)** noted **MTO** will provide general comments (on big issues) and will not provide detailed comments (secondary issues) - aiming to bridge the gap between pure MTO and pure municipal contract.	**GF** **MTO**

Attachment #1 – City of Markham EA Amendment – Hwy 404 NB Ramp Extension - Traffic Study TOR_MTO Meeting_Rev 1.pdf

End of Document

CITY OF MARKHAM – HIGHWAY 404 S-EW OFFRAMP EXTENSION EA ADDENDUM - TRAFFIC STUDY UPDATE TERMS OF REFERENCE

Presented by:
Catherine Voytenkov & Jigar Patel

November 2023

Agenda

1. Quick Recap
2. Background Traffic Information
3. Traffic Study Terms of Reference
    1. Study Area Intersections
    2. Traffic Counts
    3. Traffic Forecasting Method
    4. Operational Analysis
    5. Deliverables
4. Next Steps

GANNETT FLEMING

Recap

- MTO kickoff meeting held on May 24, 2023
- EA Addendum is triggered by 10-year lapse
- Noted the intent is to conduct sufficient preliminary investigation during the EA Addendum phase to inform the Terms of Reference for the Detailed Design phase.
- Based on feedback received at the meeting, the City is considering adding **Traffic Study update** to the current EA Addendum scope.



GANNETT FLEMING

Background Traffic Information

Previous EA Traffic Study

- 2005 traffic counts were used to carryout existing intersection analysis. 2 out of 5 intersections were failing in existing condition (i.e. 2005).
- Future intersection analysis was based on 2014 horizon year traffic volumes from Traffic Impact Study for the West Cathedral Community. 2014 Horizon year traffic volumes were projected for another 7 years (to reflect 2021 traffic) by applying 3% annual growth rate as per Master Servicing Plan (2004).
- Major Mackenzie Drive was considered 6 lanes in 2021 instead of 4 lanes in 2005 and Woodbine Avenue was considered 4 lanes in 2021 instead of 2 lanes in 2005.
- Traffic analysis was only carried out for AM peak, and it was stated that if the need for proposed ramp extension would be justified for AM peak, it would automatically be justified in PM peak as PM peak has typically higher volumes.
- Two scenarios were studied, and Scenario 1 was recommended.
  - Scenario 1: **With** road extension from Highway 404 northbound exit ramp, **With** Markland Street extension, **No** Nichols Boulevard extension
  - Scenario 2: **No** road extension from Highway 404 northbound exit ramp, **With** Markland Street extension, **With** Nichols Boulevard extension

GANNETT FLEMING

Background Traffic Information – Cont'd

Observation from previous EA Traffic Study:

- 2018 traffic counts at Markland intersection for SB direction is higher than 2021 projections. This might have impact on traffic volumes at the proposed connection.
- SB right turn only is allowed at the proposed connection at the signal. This might be to save an additional phase at the intersection. However, possibility of providing SB left turn was not checked / documented.
- Key land use assumptions in this area remain unchanged from previous EA.

Need for a Traffic Study Update has been identified for due diligence.

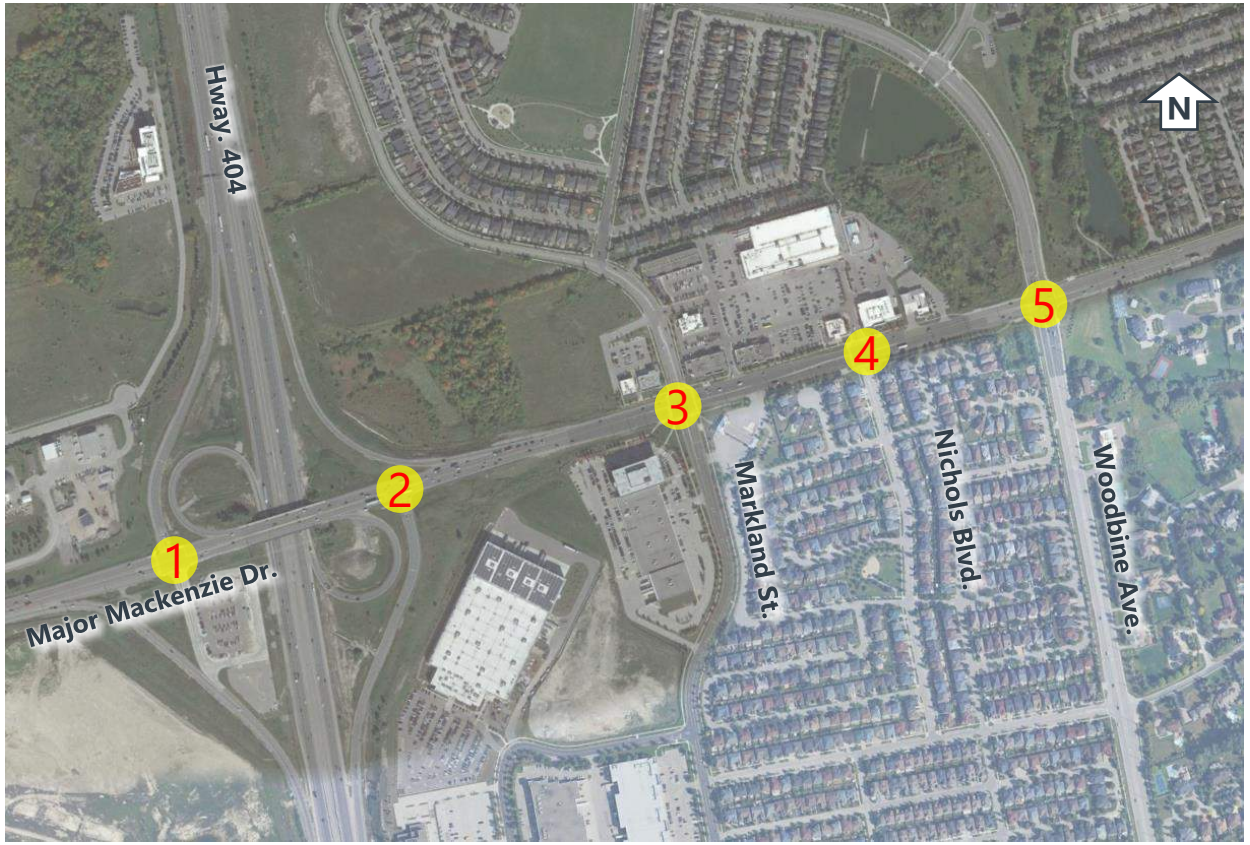
- Terms of Reference to be developed in consultation with York Region and MTO
- Important to note that this update was not part of the original project scope, as it was not a study suggested by the MECP to be included in the EA Addendum. Therefore, our intent is to conduct this study update with a focused scope, aiming to reaffirm the need and justification for this project.

Seeking MTO's input on requirements and needs for the Traffic Study Update ToR.

GANNETT FLEMING

Study Area Intersections

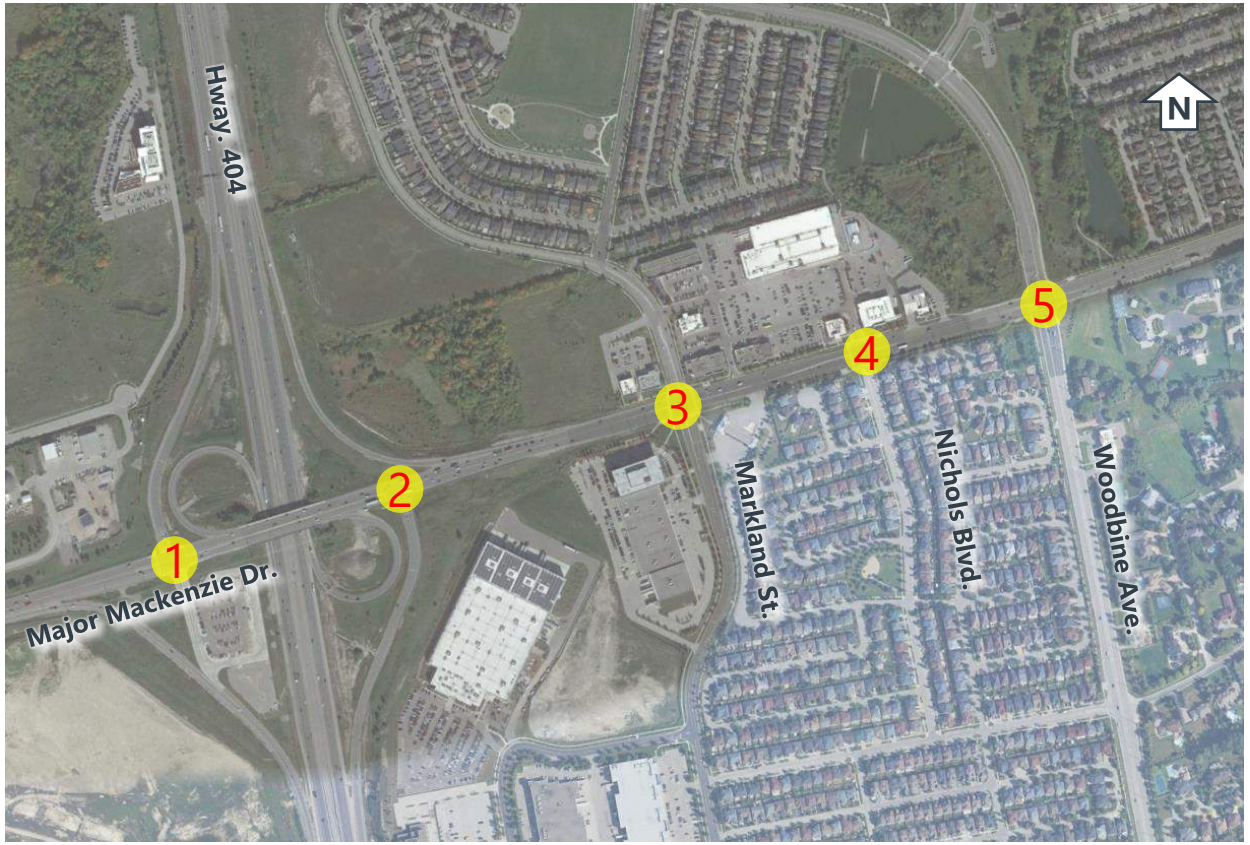
1. SB Ramp from Hwy 404 with Major Mackenzie Dr.
2. NB Ramp from Hwy 404 with Major Mackenzie Dr.
3. Markland St. with Major Mackenzie Dr.
4. Nichols Boulevard with Major Mackenzie Dr.
5. Woodbine Ave. with Major Mackenzie Dr.



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Traffic Counts

Intersection	EA Traffic Count Year	Latest Available Traffic Count Year
1	2005	2009
2	2005	Fall 2021
3	2005	2018
4	2005	2009
5	2005	2018



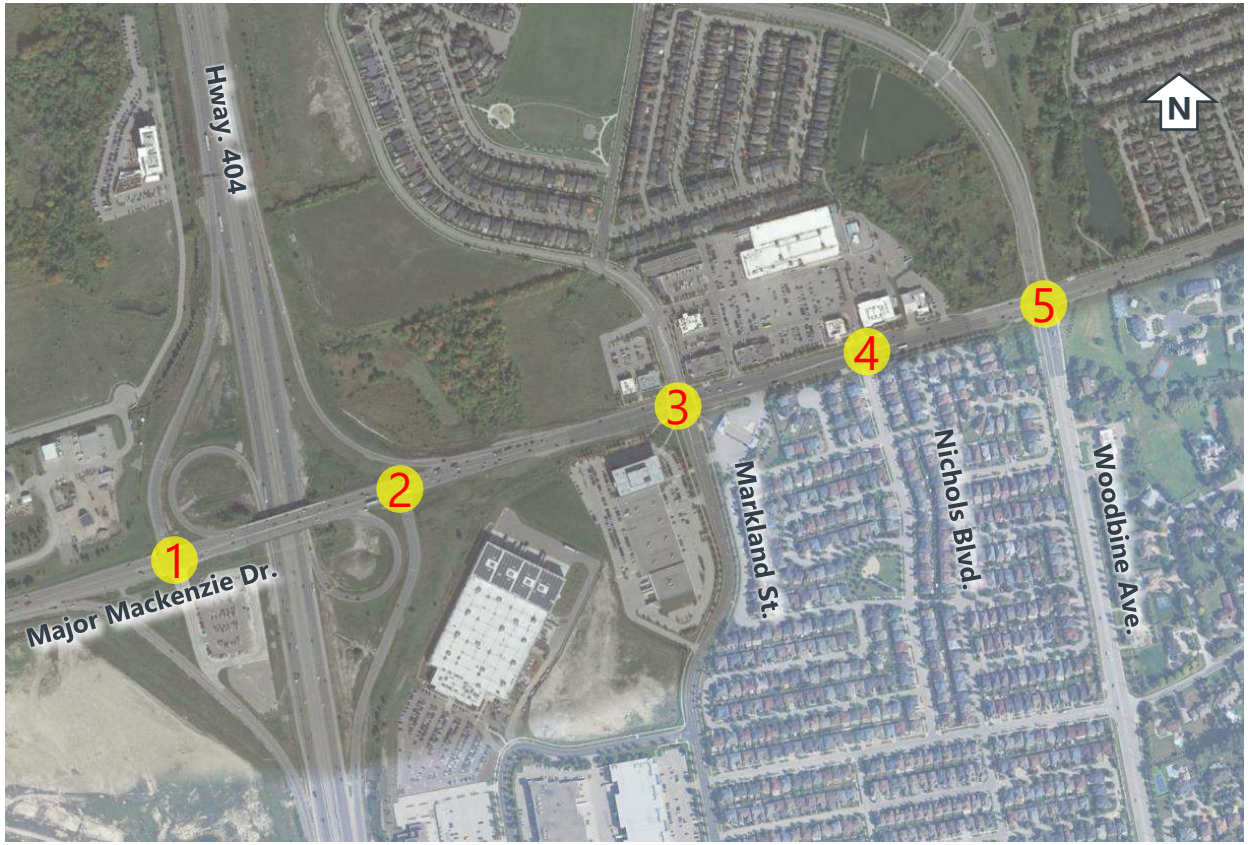
- Requires latest traffic counts
- We will request traffic signal timing sheets from the city for use in existing condition analysis

Traffic counts available from any other years?

GANNETT FLEMING

Traffic Forecasting

- Traffic forecasting will be carried out for Year 2041
- Forecasting will be undertaken using York Region Activity Based Model
- Horizon year traffic volumes with / without proposed connection
- The approach will be agreed as part of Methodology Memo.



GANNETT FLEMING

Operational Analysis

1. Operational analysis at 5 study intersections will be carried out for with and without proposed connection.
2. Mitigations / Mitigation strategy will be recommended for approval of the client / stakeholders.
3. Findings will be summarized in a traffic study report.



GANNETT FLEMING

Deliverables

1. Traffic Study Update Terms of Reference (Study Methodology Memo)
2. Traffic Study Update Report

Activity	Schedule (Weeks)																
	1	2	3	4	5	6				10	11	12	13	14	15	16	1
Preparation of ToR presentations																	
Meeting with York Region & incorporating comments																	
Meeting with MTO & incorporating comments																	
Preparation of Methodology Memo																	
MTO review time																	
Data collection, Traffic Counts & Existing Condition Analysis																	
Horizon year traffic forecasting, horizon year traffic analysis and suggest mitigations, if required.																	
Report preparation Prepare an addendum to previously approved EA documenting the new study findings.																	
MTO review time																	

GANNETT FLEMING

Next Steps

- Methodology Memo for City, YR & MTO approval / acceptance
- Schedule traffic counts in Fall 2023 and data request
- Operational Analysis of existing and horizon year using Synchro
- Mitigations / strategy if required
- Traffic Study Report for City, YR & MTO approval / acceptance

Appreciate your feedback on the Traffic Study Update ToR within 3 weeks from submission of Methodology Memo

GANNETT FLEMING

GANNETT FLEMING

THANK YOU!

From: Arieh Kolet
Sent: Monday, February 12, 2024 4:29 PM
To: Voytenkov, Catherine
Cc: Chong, Laura; Wat, Samson; Mikolajczak, Margaret (MTO); Brown, Francesca (MTO); Ostler, Andrew; Storch, Nicholas (MTO)
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,

Thank you for confirming the information below. You may now apply for a Encroachment permit for the two proposed 10 m boreholes.

Kindly apply for the permit online at: www.hcms.mto.gov.on.ca

Please ensure that you include the site plan and all the necessary drawings on to the application prior to submission. No work should begin on site until the Encroachment permit is issued and you receive the permit.

Regards,

Arieh Kolet,
Senior Project Manager, York Region
Ministry of Transportation
159 Sir William Hearst Ave., 7th Floor
Toronto, ON., M3M 0B7
Tel: (437) 833 9487
Email: arieh.kolet@ontario.ca

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: February 12, 2024 7:51 AM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Arieh,

Please see my confirm in **blue** below.

Many thanks,
Catherine

From: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Sent: Tuesday, January 30, 2024 11:55 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,

I would like to confirm as per your response below that the 2 proposed boreholes are only for preliminary/environmental studies. **This is correct.**

The two 10 m boreholes are not sufficient to support the future bridge design and it is the future proposed work that will have to conform to the MTO Foundation guidelines for new bridge. **Noted and we will capture this requirement in the EA Addendum.**

Regards,

Arieh Kolet,
Senior Project Manager, York Region
Ministry of Transportation
159 Sir William Hearst Ave., 7th Floor
Toronto, ON., M3M 0B7
Tel: (437) 833 9487
Email: arieh.kolet@ontario.ca

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: January 30, 2024 7:31 AM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Laura Chong <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

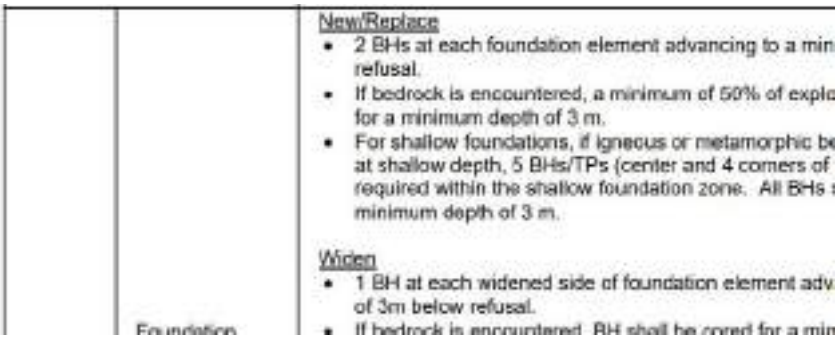
CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Arieh,

Yes, the proposed the two proposed BHs are for preliminary/environmental studies only.

Thank you very much for the confirmation.

Thank you for sharing the guidelines and we can confirm the proposed conforms to the guidelines for new bridge:



		New/Replace • 2 BHs at each foundation element advancing to a min refusal. • If bedrock is encountered, a minimum of 50% of explo for a minimum depth of 3 m. • For shallow foundations, if igneous or metamorphic be at shallow depth, 5 BHs/TPs (center and 4 corners of required within the shallow foundation zone. All BHs minimum depth of 3 m. Widen • 1 BH at each widened side of foundation element adv of 3m below refusal. • If bedrock is encountered, BH shall be cored for a min
	Foundation	

Thanks and have a great day.

Catherine

From: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Sent: Monday, January 29, 2024 2:40 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,

I tried to call you today, but I guess our game of telephone tag continues.

Please clarify the following:

- For the work being proposed on Feb 02, please confirm if the two proposed BHs are for preliminary/environmental studies only. If so, then the proposed work scheduled for Feb 02 may proceed.

In the future, all other work will have to be according to MTO standards as per our foundation's manual below and necessary plans, drawings and/or reports will have to be submitted for MTO review and comments.



Link: https://foundation.mto.gov.on.ca/

Regards,

Arieh Kolet,
Senior Project Manager, York Region
Ministry of Transportation
159 Sir William Hearst Ave., 7th Floor
Toronto, ON., M3M 0B7
Tel: (437) 833 9487
Email: arieh.kolet@ontario.ca

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: January 29, 2024 8:51 AM
To: Krznaric, Vid (MTO) <Vid.Krznaric@ontario.ca>; Kharel, Budhi (MTO) <Budhi.Kharel@ontario.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Ostler, Andrew <aostler@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Arieh/Vid/Budhi,

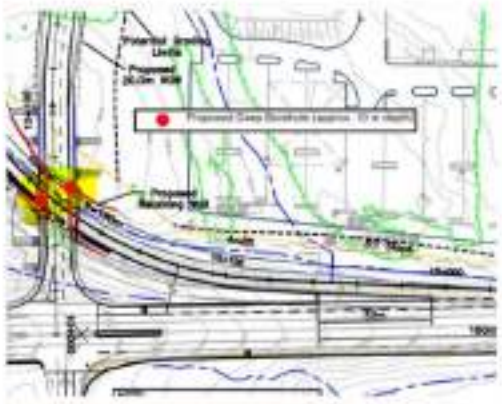
We are following up on the previously discussed Geotech Foundations Scope (see snippet at the end of the email).

We first presented the Geotech Strategy at the Project Kickoff meeting in May 2023. Following that, we held another meeting with MTO on November 23rd and requested feedback by Dec 21st.

As this task is on the critical path, it is affecting the overall timeline of the project and we would greatly appreciate your attention to this. We will need to proceed with the field investigation if we don't hear back from you by **Friday, Feb 2nd.**

Geotechnical Strategy

- Geotech will be completed at this stage in order to complete addendum only
  - Two deep (10m) boreholes to support future bridge design
  - Synergized pavement information for roadway and ramp
  - ESA Phase 2
  - De-risk detail design foundations elements
- Will serve as a basis to plan future investigation during detailed design
- MTO requirements/needs for Detail Design
  - Pavement Scope
  - Foundations Scope



Preliminary Proposed Borehole Locations

Seeking MTO feedback on geotechnical requirements to be documented in the EA Addendum as requirement during the detailed design phase.

- **GF** is seeking feedback in writing for proposed **Foundations Scope** approach in two streams:
  - a) ***Buy-in to the EA addendum approach – to rule out fatal flaws***
  - b) ***MTO to provide detailed design requirements, which will be captured in the updated ESR – to ensure detail design compliance.***

Many thanks,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov, Catherine
Sent: Tuesday, January 16, 2024 7:48 AM
To: 'margaret.mikolajczak@ontario.ca' <Margaret.Mikolajczak@ontario.ca>; 'Palys, Rebecca (MTO)' <Rebecca.Palys@ontario.ca>; 'Van Voorst, John (MTO)' <John.VanVoorst@ontario.ca>; 'Simpson, Jerome (MTO)' <Jerome.Simpson@ontario.ca>; 'Fischer, Linda (MTO)' <Linda.Fischer@ontario.ca>; 'Krznaric, Vid (MTO)' <Vid.Krznaric@ontario.ca>; 'Lieou, Thomas (MTO)' <Thomas.Lieou@ontario.ca>; 'budhi.kharel@ontario.ca' <budhi.kharel@ontario.ca>; 'Schwab, Eric (MTO)' <Eric.Schwab@ontario.ca>; Tom Hewitt <Tom.Hewitt@ontario.ca>; Francolini, William (MTO) <William.Francolini@ontario.ca>
Cc: Ostler, Andrew <aostler@gfnet.com>; 'Chong, Laura' <LChong@markham.ca>; 'Wat, Samson' <swat@markham.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

Good Morning All,

Happy New Year!

We are following up on the subject project/previous meeting.

@budhi.kharel@ontario.ca @Krznaric, Vid (MTO)

Could you please confirm whether you have any comments on **Geotech Foundations Scope**? The city would like to mobilize Geotech soon (as weather allows).

Many thanks,

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov, Catherine
Sent: Tuesday, December 12, 2023 9:56 AM
To: margaret.mikolajczak@ontario.ca; Palys, Rebecca (MTO) <Rebecca.Palys@ontario.ca>; Van Voorst, John (MTO) <John.VanVoorst@ontario.ca>; Simpson, Jerome (MTO) <Jerome.Simpson@ontario.ca>; Fischer, Linda (MTO) <Linda.Fischer@ontario.ca>; Krznaric, Vid (MTO) <Vid.Krznaric@ontario.ca>; Lieou, Thomas (MTO) <Thomas.Lieou@ontario.ca>; Schwab, Eric (MTO) <Eric.Schwab@ontario.ca>; Tom Hewitt <Tom.Hewitt@ontario.ca>; Francolini, William (MTO) <William.Francolini@ontario.ca>
Cc: Ostler, Andrew <aostler@gfnet.com>; Patel, Bhumika <bhpatel@gfnet.com>; Patel, Jigar <jpatel@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Catsiapis, Kosta <kcatsiapis@gfnet.com>
Subject: RE: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations) - Meeting Minutes

Good Morning Margaret and all,

Following the meeting discussion and presentation material circulated prior to the meeting, please find the attached Meeting Minutes with the Presentation again.

To recap our discussion, we kindly request **MTO's feedback** on the following by **December 21**.

1. On proposed **Foundations Scope approach** in two streams:
    a. Buy-in to the EA addendum approach – to rule out fatal flaws
    b. MTO to provide detailed design requirements, which will be captured in the updated ESR – to ensure detail design compliance.

2. Comments on proposed **Traffic Terms of Reference overview, if any.**

Best regards,

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

-----Original Appointment-----
From: Voytenkov, Catherine
Sent: Monday, November 6, 2023 5:44 AM
To: Voytenkov, Catherine; margaret.mikolajczak@ontario.ca; Palys, Rebecca (MTO); Van Voorst, John (MTO); Simpson, Jerome (MTO); Fischer, Linda (MTO); Krznaric, Vid (MTO); Lieou, Thomas (MTO); Schwab, Eric (MTO); Tom Hewitt; Francolini, William (MTO)

Cc: Ostler, Andrew; Patel, Bhumika; Patel, Jigar; Chong, Laura; Wat, Samson; Catsiapis, Kosta
Subject: City of Markham - Hwy 404 / Major Mackenzie Dr. NB Ramp Extension - MTO Meeting #2 (Traffic & Foundations)
When: Thursday, November 23, 2023 1:00 PM-2:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Good Day All,

I hope this email finds you well.

Following up on our previous meeting/communication, **we would like to further discuss the following with your team.** I will circulate the presentation material one week prior to our meeting. See attached email in the meanwhile for context..

1. **Traffic Study Update – Terms of Reference**
2. **Comments on Foundation Requirements -** Thanks for the pavement scope information below. However, we are still looking for MTO to confirm requirements/needs for ESR and DD regarding Foundation Requirements.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

Microsoft Teams meeting

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gannettfleming@m.webex.com
Video Conference ID: 115 831 949 7
Alternate VTC instructions

Or call in (audio only)
+1 347-991-7132,,192671606# United States, New York City
Phone Conference ID: 192 671 606#
Find a local number | Reset PIN

Learn More | Meeting options

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, January 16, 2025 8:31 AM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Wat, Samson <swat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Colin,

Thank you for your prompt response. We will document MTOs comments in our EA addendum accordingly.

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Sent: Wednesday, January 15, 2025 4:41 PM
To: Chong, Laura <LChong@markham.ca>; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

Good afternoon Laura,

MTO has a 400m desirable offset spacing criteria from a ramp terminal intersection to the first entrance/intersection along a ramp terminal extension road. The purpose of this spacing is to ensure that potential vehicle queues do not extend back to the ramp intersection and disrupt highway operations.

Please let me know if you have any further questions,

Colin Mulrenin (He/Him)
Corridor Management Planner (York/Simcoe) | Highway Corridor Management Section
Ministry Of Transportation | Ontario Public Service
437-533-9427 | colin.mulrenin@ontario.ca

7th Floor
159 Sir William Hearst Avenue
Toronto ON Postal Code M3M 0B7

Taking pride in strengthening Ontario, its places and its people

From: Chong, Laura <LChong@markham.ca>
Sent: Monday, January 13, 2025 2:06 PM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Arieh and Colin,

Can MTO please provide the basis for this decision?

Thank you,
Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Sent: Monday, January 6, 2025 4:21 PM
To: Chong, Laura <LChong@markham.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Subject: RE: Highway 404 Ramp Extension EA - 710 Markland Development

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Hi Laura,

Happy New Year.

MTO still holds this position. All access to the development site will be permitted only from Markland St. and not from the new connection/extension road being constructed.

Regards,

Arieh Kolet
Senior Project Manager, York Region | Corridor Management / Operations Division

Ministry of Transportation | Ontario Public Service
(437) 833 9487 | arieh.kolet@ontario.ca

Taking pride in strengthening Ontario, its places and its people

---

From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, November 13, 2024 11:13 AM
To: Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>
Cc: Francolini, William (MTO) <William.Francolini@ontario.ca>; Wat, Samson <SWat@markham.ca>
Subject: Highway 404 Ramp Extension EA - 710 Markland Development

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Arieh,

The City received an application for development of 710 Markland Street, which is the property adjacent to the subject road extension on the east side. The latest site plan submission is attached for reference. The owner also owns the property to the east of the extension, which they plan to develop in the future. However, they have not submitted an application for this property yet.

While the current submission does not include an access to the extension road, it is our understanding that their intension is to have an access in the future (on both sides of the road). We also understand that MTO previously commented on this application that no new driveway connections are permitted on the proposed extension. **Please confirm if MTO still holds this position, or if it may change on a case-by-case basis.**

As we are in the finalization stages of the preliminary design, we would appreciate your feedback along with your comments on the preliminary design, or shortly after, as this may affect the recommended cycling facilities.

Thank you,
Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000 Ext. 3136
M: 647.740.1687
F: 905.479.7771

City of Markham

GANNETT FLEMING

From:	Chong, Laura
To:	Gonzalez, Steve
Cc:	Muir, Robert; Lao, Brenden; Gao, Shumin; Jeyakanth, Vithusan
Subject:	RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Attachments:	Picture (Device Independent Bitmap) 1.jpg

Great, thank you all!

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca



From: Gonzalez, Steve <SGonzalez@markham.ca>
Sent: Friday, December 12, 2025 8:52 AM
To: Chong, Laura <LChong@markham.ca>
Cc: Muir, Robert <RMuir@markham.ca>; Lao, Brenden <BLao@markham.ca>; Gao, Shumin <SGao@markham.ca>; Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura

Refer to Vithusan response mentioned below.

Regards,

Steve Gonzalez, LEL, C.E.T.
Sr. Technical Coordinator,
Environmental Services Department | Community Services Commission
City of Markham | 101 Town Centre Blvd., Markham, Ontario L3R 9W3
Office: 905.477.7000 Ext. 2016
Cell: 647.924.5240
Email: SGonzalez@markham.ca | www.markham.ca

From: Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Sent: Friday, December 12, 2025 8:42 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>

Cc: Muir, Robert <RMuir@markham.ca>; Lao, Brenden <BLao@markham.ca>; Gao, Shumin <SGao@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Steve,

The updates noted in the email below satisfies the comment. It can be closed.

Vithusan Jeyakanth, P.Eng.
Environmental Engineer, Stormwater | Environmental Services
Community Services Commission | City of Markham
101 Town Centre Boulevard, Markham, Ontario L3R 9W3
Office Tel: 905.477.7000 Ext. 2139 | Cell: 416.305.8793 | Email: vjeyakanth@markham.ca
www.markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Friday, December 12, 2025 8:21 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Lao, Brenden <BLao@markham.ca>; Gao, Shumin <SGao@markham.ca>; Muir, Robert <RMuir@markham.ca>; Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning Steve,

The City's approved Stormwater CLI ECA 021-S701 dated February 14, 2025 has been added to the report. Please see the screenshot below and kindly confirm receipt and confirmation this comment can be closed.

<< OLE Object: Picture (Device Independent Bitmap) >>

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Gonzalez, Steve <SGonzalez@markham.ca>
Sent: Thursday, December 11, 2025 11:53 AM
To: Chong, Laura <LChong@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Lao, Brenden <BLao@markham.ca>; Gao, Shumin <SGao@markham.ca>; Muir, Robert <RMuir@markham.ca>; Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura

See below for the new comment Gannett Fleming requires to be addressed.

New Comment:

Comment 1 (Section 2.1):

Please add the City's approved Stormwater CLI ECA 021-S701 dated February 14, 2025.

Regards,

Steve Gonzalez, LEL, C.E.T.
Sr. Technical Coordinator,
Environmental Services Department | Community Services Commission
City of Markham | 101 Town Centre Blvd., Markham, Ontario L3R 9W3
Office: 905.477.7000 Ext. 2016
Cell: 647.924.5240
Email: SGonzalez@markham.ca | www.markham.ca

From: Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Sent: Thursday, December 11, 2025 10:12 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Lao, Brenden <BLao@markham.ca>; Chong, Laura <LChong@markham.ca>; Gao, Shumin <SGao@markham.ca>; Muir, Robert <RMuir@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Steve,

Please see below ES stormwater infrastructure response to previous comments in red and a new comment below.

Previous Comments:

Comment 1 (Section 2.1):

Please clarify why "City of Oshawa Design Criteria Manual (2024)" was referenced in this section.

Comment addressed.

Comment 2:

Please identify which stormwater assets are under the Region's, MTO's and the City's jurisdiction.

Comment can be closed.

Comment 3 (Section 4.2.1):

The City confirms that approximately half of the OF2 drainage area of the proposed road alignment has been accounted for in the drainage area of the Woodbine Pond as shown in Appendix A – Drawing No. 202. Therefore, approximately 0.28 ha of OF2 additional drainage area to the pond is proposed, which is less than 0.3% of the total catchment area to Woodbine Pond which has a catchment of 100.1 ha. The downstream Woodbine Pond can accommodate this additional drainage area, to avoid the need for local LID's for quantity control, provided that downstream sewer capacity assessment be completed prior to tying into the existing 600 mm stub.

Comment can be closed.

Comment 4 (Section 4.2.2):

Please specify the pre-treatment for the infiltration trenches, if required, as they will be prone to clogging.

Comment can be closed.

Comment 5 (Section 5):

How will infiltration trenches be used to control post-development peak flows to pre-development levels if groundwater levels do not allow for LID measure's? Super pipes will be preferred over infiltration trenches, should local quantity control be required.

Comment can be closed.

New Comment:

Comment 1 (Section 2.1):

Please add the City's approved Stormwater CLI ECA 021-S701 dated February 14, 2025.

Vithusan Jeyakanth, P.Eng.
Environmental Engineer, Stormwater | Environmental Services
Community Services Commission | City of Markham
101 Town Centre Boulevard, Markham, Ontario L3R 9W3
Office Tel: 905.477.7000 Ext. 2139 | Cell: 416.305.8793 | Email: vjeyakanth@markham.ca
www.markham.ca

<< OLE Object: Picture (Device Independent Bitmap) >>

From: Gonzalez, Steve <SGonzalez@markham.ca>
Sent: Wednesday, December 10, 2025 12:05 PM
To: Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Lao, Brenden <BLao@markham.ca>; Chong, Laura <LChong@markham.ca>; Gao, Shumin <SGao@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Vithusan

Could you please review the Drainage & SWM report saved here including the summary of comments attachment and advise if the items have been addressed. Thank you.

<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Regards,

Steve Gonzalez, LEL, C.E.T.
Sr. Technical Coordinator,
Environmental Services Department | Community Services Commission
City of Markham | 101 Town Centre Blvd., Markham, Ontario L3R 9W3
Office: 905.477.7000 Ext. 2016
Cell: 647.924.5240
Email: SGonzalez@markham.ca | www.markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, December 10, 2025 9:46 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning Steven and Shumin,

I am following up on my emails below as Environmental Service's confirmation is still outstanding.

We will be filing the final ESR Addendum by December 19, 2025. We kindly ask for your confirmation that ES comments have been addressed to your satisfaction by **Friday December 12th**.

For your convenience, the Drainage & SWM report is saved here and summary of comments is

attached.

<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chong, Laura
Sent: Friday, December 5, 2025 11:39 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Steven and Shumin,

I realized now that you need Appendix H to confirm your comments have been addressed. A copy of the Drainage & SWM report are saved here

If you can kindly confirm the responses to ES's 5 comments below by the end of today, it would be greatly appreciated.

<< OLE Object: Picture (Device Independent Bitmap) >>

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chong, Laura

Sent: Wednesday, December 3, 2025 11:02 AM
To: Jabr, Rashad <RJabr@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Spence, Becca <BSpence@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning all,

This is a friendly reminder to review your respective comments and confirm they have been addressed to your satisfaction by **Friday December 5th** to meet our filing deadline. Comments/response summary is attached again for your convenience.

<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Chong, Laura
Sent: Friday, November 28, 2025 1:42 PM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>; Wat, Samson <SWat@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Head, Mark <MHead@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Poon, Ivy <IPoon@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Plant, David <DPlant@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Larbi, Michael <mlarbi@markham.ca>
Subject: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

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Subject: RE: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good day all,

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Regards,

Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
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If you have any questions, please don't hesitate to contact me.

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: Chiu, Tony
To: Chong, Laura
Cc: Lo, Henry
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: Tuesday, December 9, 2025 11:42:13 AM
Attachments: Picture (Device Independent Bitmap) 1.jpg

Hi Laura,

We have no further comments.

Regards,

Tony Chiu, M.A.Sc, P.Eng. | Transportation Engineer
Engineering Department
Anthony Roman Centre | City of Markham
101 Town Centre Boulevard
Markham ON L3R 9W3

T: 905.477.7000 Ext. 3013
F: 905.479.7773
E: TChiu@markham.ca
www.markham.ca



From: Chong, Laura <LChong@markham.ca>
Sent: Tuesday, December 9, 2025 10:28 AM
To: Chiu, Tony <TChiu@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Tony,

Following up on this. Can you please provide your confirmation that TPs comments have been addressed? We would like to file this report next week, so we need you confirmation asap.

Thank you,
Laura Chong, RPP, MCIP

Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Chong, Laura
Sent: Monday, December 1, 2025 11:19 AM
To: Chiu, Tony <TChiu@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Tony,

The drawings are now saved in the same folder linked below.

Thanks,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Chong, Laura <LChong@markham.ca>
Sent: Monday, December 1, 2025 9:35 AM
To: Chiu, Tony <TChiu@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Tony,

The updated report is saved here

I've asked for the drawings. Will let you know when I receive them.

Thanks,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

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Sent: Friday, November 28, 2025 5:27 PM
To: Chong, Laura <LChong@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura,

Several comments in the Excel spreadsheet reference revised documents.

Could you kindly provide us with the updated drawings and associated documents?

Regards,

Tony Chiu, M.A.Sc, P.Eng. | Transportation Engineer
Engineering Department
Anthony Roman Centre | City of Markham
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Markham ON L3R 9W3

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Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

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101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
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Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From:	Chong, Laura
To:	Sung, Henry; Wat, Samson
Cc:	Jabr, Rashad
Subject:	RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Attachments:	Picture (Device Independent Bitmap) 1.jpg RE 404 RampRoad Extension - SlopeGrading Issue.msg

Hi Henry,

Please ignore my previous email. [redacted] We will update the ESR accordingly.

Thanks,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca
[redacted]

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, December 4, 2025 8:39 AM
To: Sung, Henry <HSung@markham.ca>; Wat, Samson <SWat@markham.ca>
Cc: Jabr, Rashad <RJabr@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Henry,

Can these details be determined before detailed design, but after the EA Addendum is filed? For the purposes of the EA addendum, we have included a commitment to continue consultation [redacted]. If we wait until these details are sorted out, the EA Addendum will be delayed even further. We are already at the finish line for this project. @Wat, Samson what are your thoughts?

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Sung, Henry <HSung@markham.ca>
Sent: Wednesday, December 3, 2025 5:45 PM
To: Chong, Laura <LChong@markham.ca>
Cc: Jabr, Rashad <RJabr@markham.ca>
Subject: FW: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura,

I have no concerns with the responses to items 38 and 40. For item 39, I agree that the location of the retaining wall will need to be confirmed through discussions with the adjacent property owner. [redacted]

Regards,

Henry Sung, M.S, P.E.
Manager, Infrastructure and Capital Projects
Engineering Department
City of Markham
101 Town Centre Boulevard
Markham, ON
L3R 9W3
(905) 477-7000, Ext. 2066
(416) 771-6795, Cell
e-mail: hsung@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, December 3, 2025 11:06 AM
To: Sung, Henry <HSung@markham.ca>
Subject: FW: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Henry,

Rashad is away until the 15th. Are you able to review the responses to Capital's comments and

let me know if they are acceptable?

<< OLE Object: Picture (Device Independent Bitmap) >>

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

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Sent: Wednesday, December 3, 2025 11:02 AM
To: Jabr, Rashad <RJabr@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Spence, Becca <BSpence@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
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Regards,
Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

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As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

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<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_RCS.xlsx >>

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact me.

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Spence, Becca
To: Chong, Laura
Cc: Head, Mark; Wong, Patrick
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: Friday, December 5, 2025 11:29:07 AM

Hi Laura,

I can confirm that all Natural Heritage comments have been addressed in this version of the ESR Addendum and its appendices. We have no further comments.

Thank you.

Best,

Becca Spence, M.A.
MNRF Certified Ontario Wetland Evaluator
Planner II, Natural Heritage
Planning & Urban Design
City of Markham

101 Town Centre Boulevard
Markham, Ontario L3R 9W3

T: 905.477.7000 x2044
bspence@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Friday, December 5, 2025 9:02 AM
To: Spence, Becca <BSpence@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Becca,

I've saved a copy in the same folder here.

Thanks,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre

T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Spence, Becca <BSpence@markham.ca>
Sent: Friday, December 5, 2025 8:36 AM
To: Chong, Laura <LChong@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Okay, thank you. It looks like all of my comments require the Appendix for review.

Becca Spence, M.A.
MNRF Certified Ontario Wetland Evaluator
Planner II, Natural Heritage
Planning & Urban Design
City of Markham

101 Town Centre Boulevard
Markham, Ontario L3R 9W3

T: 905.477.7000 x2044
bspence@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Friday, December 5, 2025 8:36 AM
To: Spence, Becca <BSpence@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning Becca,

They haven't provided the revised appendices yet. I'll ask them for it.

Thanks,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre

T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Spence, Becca <BSpence@markham.ca>
Sent: Friday, December 5, 2025 8:32 AM
To: Chong, Laura <LChong@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura,

Thank you. Where are the Appendices? Did they send those over too? I specifically need to review Appendix C with the document. Thank you!!

Best,

Becca Spence, M.A.
MNRF Certified Ontario Wetland Evaluator
Planner II, Natural Heritage
Planning & Urban Design
City of Markham

101 Town Centre Boulevard
Markham, Ontario L3R 9W3

T: 905.477.7000 x2044
bspence@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, December 4, 2025 9:45 AM
To: Spence, Becca <BSpence@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Becca,

Please see the revised report saved here. Please use the version name "_CoM Comments"

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: Spence, Becca <BSpence@markham.ca>
Sent: Thursday, December 4, 2025 9:40 AM
To: Chong, Laura <LChong@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Laura,

Can you please send the link to the location of the updated files for review? Thanks.

Becca Spence, M.A.
MNRF Certified Ontario Wetland Evaluator
Planner II, Natural Heritage
Planning & Urban Design
City of Markham

101 Town Centre Boulevard
Markham, Ontario L3R 9W3

T: 905.477.7000 x2044
bspence@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Friday, November 28, 2025 1:42 PM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>; Wat, Samson <SWat@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Head, Mark <MHead@markham.ca>; Cefaratti, Rick

<RCefaratti@markham.ca>; Poon, Ivy <IPoon@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Plant, David <DPlant@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Larbi, Michael <mlarbi@markham.ca>
Subject: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good afternoon All,

Thank you for all your comments on the Highway 404 Ramp Extension EA Addendum. Attached are the responses to your comments. We kindly ask that you review your respective comments and confirm they have been addressed to your satisfaction by **Friday December 5th** to meet our filing deadline.
<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Wat, Samson <SWat@markham.ca>
Sent: Wednesday, August 27, 2025 2:46 PM
To: Chong, Laura <LChong@markham.ca>; Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>
Subject: RE: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good day all,

Thank you to those who have provided feedback to Laura. As a friendly reminder, if you haven't yet responded, please submit your comments on the ESR by tomorrow, August 28.

Regards,
Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, August 14, 2025 11:47 AM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>
Subject: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good Morning All,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the

recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
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We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact me.

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3

T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chiu Chen, Cynthia
To: Chong, Laura
Cc: Yip, Lawrence; Kar, Abbie
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: Tuesday, December 2, 2025 1:12:00 PM

Hi Laura,

Thank you for sharing the file. I have reviewed the responses and have no further comments.

Kind regards,

Cynthia Chiu Chen BES, MLA, OALA
Streetscape Coordinator | Urban Design
101 Town Centre Boulevard

T: 905.415.7000 Ext. 2349
cchiuchen@markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Friday, November 28, 2025 1:42 PM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>
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Subject: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good afternoon All,

Thank you for all your comments on the Highway 404 Ramp Extension EA Addendum. Attached are the responses to your comments. We kindly ask that you review your respective comments and confirm they have been addressed to your satisfaction by **Friday December 5th** to meet our filing deadline.
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Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


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To: Chong, Laura <LChong@markham.ca>; Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>
Subject: RE: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good day all,

Thank you to those who have provided feedback to Laura. As a friendly reminder, if you haven't yet responded, please submit your comments on the ESR by tomorrow, August 28.

Regards,
Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, August 14, 2025 11:47 AM

To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
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Subject: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

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We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact me.

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca



From:	Jeyakanth, Vithusan
To:	Gonzalez, Steve
Cc:	Wat, Samson; Lao, Brenden; Chong, Laura; Gao, Shumin; Muir, Robert
Subject:	RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date:	Thursday, December 11, 2025 10:12:40 AM
Attachments:	Picture (Device Independent Bitmap) 1.jpg

Hi Steve,

Please see below ES stormwater infrastructure response to previous comments in red and a new comment below.

Previous Comments:

Comment 1 (Section 2.1):

Please clarify why "City of Oshawa Design Criteria Manual (2024)" was referenced in this section.

Comment addressed.

Comment 2:

Please identify which stormwater assets are under the Region's, MTO's and the City's jurisdiction.

Comment can be closed.

Comment 3 (Section 4.2.1):

The City confirms that approximately half of the OF2 drainage area of the proposed road alignment has been accounted for in the drainage area of the Woodbine Pond as shown in Appendix A – Drawing No. 202. Therefore, approximately 0.28 ha of OF2 additional drainage area to the pond is proposed, which is less than 0.3% of the total catchment area to Woodbine Pond which has a catchment of 100.1 ha. The downstream Woodbine Pond can accommodate this additional drainage area, to avoid the need for local LID's for quantity control, provided that downstream sewer capacity assessment be completed prior to tying into the existing 600 mm stub.

Comment can be closed.

Comment 4 (Section 4.2.2):

Please specify the pre-treatment for the infiltration trenches, if required, as they will be prone to clogging.

Comment can be closed.

Comment 5 (Section 5):

How will infiltration trenches be used to control post-development peak flows to pre-development levels if groundwater levels do not allow for LID measure's? Super pipes will be preferred over infiltration trenches, should local quantity control be required.

Comment can be closed.

New Comment:

Comment 1 (Section 2.1):

Please add the City's approved Stormwater CLI ECA 021-S701 dated February 14, 2025.

Vithusan Jeyakanth, P.Eng.
Environmental Engineer, Stormwater | Environmental Services
Community Services Commission | City of Markham
101 Town Centre Boulevard, Markham, Ontario L3R 9W3
Office Tel: 905.477.7000 Ext. 2139 | Cell: 416.305.8793 | Email: vjeyakanth@markham.ca
www.markham.ca


From: Gonzalez, Steve <SGonzalez@markham.ca>
Sent: Wednesday, December 10, 2025 12:05 PM
To: Jeyakanth, Vithusan <VJeyakanth@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>; Lao, Brenden <BLao@markham.ca>; Chong, Laura <LChong@markham.ca>; Gao, Shumin <SGao@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Vithusan

Could you please review the Drainage & SWM report saved here including the summary of comments attachment and advise if the items have been addressed. Thank you.

<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Regards,

Steve Gonzalez, LEL, C.E.T.
Sr. Technical Coordinator,
Environmental Services Department | Community Services Commission
City of Markham | 101 Town Centre Blvd., Markham, Ontario L3R 9W3
Office: 905.477.7000 Ext. 2016
Cell: 647.924.5240
Email: SGonzalez@markham.ca | www.markham.ca

From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, December 10, 2025 9:46 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning Steven and Shumin,

I am following up on my emails below as Environmental Service's confirmation is still outstanding.

We will be filing the final ESR Addendum by December 19, 2025. We kindly ask for your confirmation that ES comments have been addressed to your satisfaction by **Friday December 12th**.

For your convenience, the Drainage & SWM report is saved here and summary of comments is attached.

<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chong, Laura
Sent: Friday, December 5, 2025 11:39 AM
To: Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Hi Steven and Shumin,

I realized now that you need Appendix H to confirm your comments have been addressed. A copy of the Drainage & SWM report are saved here

If you can kindly confirm the responses to ES's 5 comments below by the end of today, it would be greatly appreciated.

<< OLE Object: Picture (Device Independent Bitmap) >>

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chong, Laura
Sent: Wednesday, December 3, 2025 11:02 AM
To: Jabr, Rashad <RJabr@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Spence, Becca <BSpence@markham.ca>
Cc: Wat, Samson <SWat@markham.ca>
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good morning all,

This is a friendly reminder to review your respective comments and confirm they have been addressed to your satisfaction by **Friday December 5th** to meet our filing deadline. Comments/response summary is attached again for your convenience.

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Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Chong, Laura
Sent: Friday, November 28, 2025 1:42 PM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Spence, Becca

<BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>; Wat, Samson <SWat@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Head, Mark <MHead@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Poon, Ivy <IPoon@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Plant, David <DPlant@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Larbi, Michael <mlarbi@markham.ca>
Subject: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

Good afternoon All,

Thank you for all your comments on the Highway 404 Ramp Extension EA Addendum. Attached are the responses to your comments. We kindly ask that you review your respective comments and confirm they have been addressed to your satisfaction by **Friday December 5th** to meet our filing deadline.
<< File: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_CoM.xlsx >>
Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Wat, Samson <SWat@markham.ca>
Sent: Wednesday, August 27, 2025 2:46 PM
To: Chong, Laura <LChong@markham.ca>; Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
Cc: Riad, Marina <MRiad@markham.ca>; Conrad, Catherine <CConrad@markham.ca>; Lee, Alex <ALee@markham.ca>
Subject: RE: FOR REVIEW: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR

Addendum

Good day all,

Thank you to those who have provided feedback to Laura. As a friendly reminder, if you haven't yet responded, please submit your comments on the ESR by tomorrow, August 28.

Regards,
Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
<< OLE Object: Picture (Device Independent Bitmap) >>

From: Chong, Laura <LChong@markham.ca>
Sent: Thursday, August 14, 2025 11:47 AM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Cefaratti, Rick <RCefaratti@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Head, Mark <MHead@markham.ca>; Larbi, Michael <mlarbi@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Hossain, Abdullah <AHossain2@markham.ca>; Thomson, Taylor <TThomson@markham.ca>; Wyllie, Peter <PWyllie@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>; Plant, David <DPlant@markham.ca>; Yip, Lawrence <LYip@markham.ca>; Kar, Abbie <AKar@markham.ca>; Poon, Ivy <IPoon@markham.ca>
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Good Morning All,

I hope this finds you well.

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To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

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Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


From: Porretta, David
To: Chong, Laura
Subject: RE: APPROVAL REQUIRED: Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Date: Friday, November 28, 2025 4:04:56 PM
Attachments: Picture (Device Independent Bitmap) 1.jpg

Hi Laura,

My comments have been addressed satisfactorily.

Thanks,

David Porretta,
Manager, Traffic Engineering
City of Markham
Email: dporretta@markham.ca
Tel: 905-477-7000, ext.2040
Help make Markham's streets and communities safer!
Share your ideas and opinions on road safety with us.



From: Chong, Laura <LChong@markham.ca>
Sent: Friday, November 28, 2025 1:42 PM
To: Lo, Henry <HenryLo@markham.ca>; Lim, Alberto <ALim@markham.ca>; Chiu, Tony <TChiu@markham.ca>; Gonzalez, Steve <SGonzalez@markham.ca>; Gao, Shumin <SGao@markham.ca>; Chiu Chen, Cynthia <cchiuchen@markham.ca>; Spence, Becca <BSpence@markham.ca>; Porretta, David <DPorretta@markham.ca>
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Regards,

Samson Wat, P.Eng
Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham ON L3R 9W3
T: 905-477-7000, Extension 2077 | E: swat@markham.ca
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within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

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If you have any questions, please don't hesitate to contact me.

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca


Toronto and Region Conservation Authority

GANNETT FLEMING

From: Alexia Miljus
To: Harsha Gammanpila
Cc: Chong, Laura; Catherine Voytenkov
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001
Date: Tuesday, January 27, 2026 2:13:04 PM

Hi Harsha,

Thank you for checking in.

At this time, there is nothing outstanding from the TRCA side. We are in the process of finalizing the addendum and expect to issue it soon.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

Please note that I will be on vacation from Feb 6th to Feb 16th.

From: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Sent: Tuesday, January 27, 2026 9:47 AM
To: Alexia Miljus <amiljus@gftinc.com>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

Just wanted to check if there is anything outstanding form TRCA side.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca

From:	Harsha Gammanpila
To:	Alexia Miljus
Cc:	Catherine Voytenkov; Andrea Leung; Chong, Laura; Wat, Samson
Subject:	RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001
Date:	Wednesday, November 26, 2025 4:37:35 PM
Attachments:	image001.png image003.png image004.png

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

Thanks for the clarification Staff has no concerns.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca



From: Alexia Miljus <amiljus@gftinc.com>
Sent: November 25, 2025 9:24 AM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001

EXTERNAL SENDER
Hi Harsha,

To clarify, the commitment has now been added to Section 6.1.5 of the ESR Addendum. Please see screen capture below:

6.1.5 Ontario Regulation 41/24

Due to the presence of the wetland feature within the Study Area and proposed partial removal to accommodate the ramp extension, the development must comply with Ontario Regulation 41/24. Per Section 5, development of a proposed roadway is not included within the listed exemptions. As such, a permit under Ontario Regulation 41/24, through TRCA, will be required to proceed with the development of the proposed roadway. Correspondence between the City of Markham and TRCA will be required.

In addition, continued discussions with TRCA will be required during detailed design to confirm the appropriate wetland compensation amount.

We are in the process of finalizing the ESR Addendum, so you will see this commitment carried forward in the final version.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Sent: Monday, November 24, 2025 3:52 PM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

I could not find the ESR addendum and only the excel response is provided, could you please clarify.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423

E: harsha.gammanpila@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca



From: Alexia Miljus <amiljus@gftinc.com>
Sent: November 21, 2025 2:39 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001

EXTERNAL SENDER

Hi Harsha,

Please find the Response/Comment Spreadsheet (RCS) attached regarding the ESR Addendum. The RCS addresses the comment submitted by your team, and we kindly ask that you review the response to confirm it adequately addressed your comment.

We would appreciate receiving your confirmation by **November 28, 2025**. Should you have any further questions or require clarification, please do not hesitate to reach out.

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

GFT: Ingenuity That Shapes Lives™

From: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Sent: Wednesday, October 15, 2025 4:55 PM
To: Alexia Miljus <amiljus@gftinc.com>
Cc: Catherine Voytenkov <cvoytenkov@gftinc.com>; Andrea Leung <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>
Subject: RE: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum - EAA-2024-00001

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Hi Alexia,

Satff reviewed the Draft ESR Document and provided below comment related compensation :

- The Natural Environment Assessment Report still states the wetland will have mitigation methods. No updated compensation agreement has been submitted by the City yet nor has any formal correspondence been submitted outlining a commitment to an agreement.

Please let me know if you have any questions.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca



From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: August 28, 2025 4:35 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

EXTERNAL SENDER

Hi Harsha,

Much appreciated, the Draft ESR Addendum is available for download here: GFT ShareFile.

Please let me know if you have any issues accessing the documents.

Thank you,

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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From: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Sent: Thursday, August 28, 2025 4:20 PM
To: Miljus, Alexia L <amiljus@gfnet.com>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
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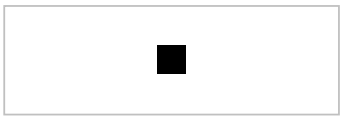
Hi Alexia,

Thanks for the follow up, I will request to expedite the review. Could you please resend the link to make sure if there is anything missing.

Thank you,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Miljus, Alexia L <amiljus@gftinc.com>
Sent: August 28, 2025 3:44 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gftinc.com>; Leung, Andrea <aleung@gftinc.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
Subject: Re: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum

EXTERNAL SENDER

Good Afternoon Harsha,

As you know, the Draft ESR Addendum was circulated to on August 14, 2025, with comments requested by **today**.

As we move toward finalizing the Addendum, we are following up to confirm whether you have any comments or feedback to provide. While the comment period is now closing, we would still welcome any input you wish to share as soon as possible so it can be considered in the next steps of the process.

Thank you for your engagement in this project.

Alexia Miljus | Environmental Planner

E: amiljus@gftinc.com

C: 416-276-3096

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Sent: Thursday, August 14, 2025 11:07 AM
To: Harsha Gammanpila <harsha.gammanpila@trca.ca>
Cc: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@gfnet.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; harsimrat.Pruthi@trca.ca <harsimrat.Pruthi@trca.ca>
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- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP

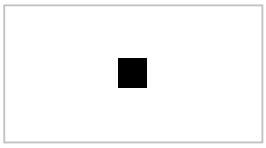
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9

E: amiljus@gftinc.com

C: 416-276-3096

gftinc.com | Stay connected: *LinkedIn* | *Instagram* | *Facebook*



Ingenuity That Shapes Lives™

PRINTING SUSTAINABILITY STATEMENT: We are committed to conserving natural resources and minimizing adverse environmental impacts in projects. Accordingly, project documentation will be provided in electronic format only unless clients specifically request hard copies. Visit our website to read more about our sustainability commitment.

CONFIDENTIALITY NOTICE: This email and any attachments may contain confidential information for the use of the named addressee. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution, or copying of it or its contents is prohibited.

Item #	I.D (Last name and comment #)	Dept/Section	Report Section and Page or Drawing #	Comment	Response	ACTION 1 - Will Comply 2 - Clarification Needed 3 - N/A
				Received 10/15/2025		
1	Harsha Gammanpila	Infrastructure Planning and Permits	Natural Environment Assessment Report	The Natural Environment Assessment Report still states the wetland will have mitigation methods. No updated compensation agreement has been submitted by the City yet nor has any formal correspondence been submitted outlining a commitment to an agreement.	Continued discussions with TRCA will be required during detailed design to confirm the appropriate wetland compensation amount. Section 6.1.5 of the ESR Addendum notes this commitment.	3

From: Rina Bhagat
To: [redacted]
Cc: BuildingPRSupervisors@markham.ca; Hamedeh Razavi
Subject: PER DPP-2024-00099 Permit Letter, Permit and Approved Drawings
Date: Tuesday, May 13, 2025 1:40:34 PM
Attachments: image001.jpg
PER-DPP-2024-00099 Permit Letter.pdf
PER-DPP-2024-00099 Permit.pdf
PER-DPP-2024-00099 Approved Drawings.pdf
PER-DPP-2024-00099 Eco compensation Agreement.pdf

Please find attached an electronic copy of the TRCA permit, letter and drawings for permit PER DPP-2024-00099, northeast of Highway 404 and Major Makenzie Drive (aka 2938 Major Mackenzie Drive), in the City of Markham.

You must notify TRCA at least 48 hours before the works are scheduled to begin by emailing Inspections@trca.ca or by calling 437-880-2124.

Please be aware that no hard copy of the permit will be sent by mail. A hard copy of the TRCA permit MUST be posted at the site in order for work to begin.
If you have any additional questions, please consult the Planner in the letter.

Regards,

Rina Bhagat
Administrative Planning Technician
Development Planning and Permits | Development and Engineering Services

T: (437) 880-2419
E: rina.bhagat@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca

May 13, 2025

Permit Number: PER-DPP-2024-00099

[redacted]

Dear [redacted]:

Re: Permit No. [redacted]
Application for permit under Section 28.1 of the Conservation Authorities Act by [redacted] for permission to construct, reconstruct, erect or place a building or structure, site grade, interfere with or alter a wetland on [redacted], northeast of Highway 404 and Major Mackenzie Drive (aka [redacted]), in the City of Markham, Rouge River Watershed.

On May 13, 2025, your application [redacted] for a permit under Section 28.1 of the Conservation Authorities Act was approved. We have enclosed one copy of Permit [redacted], which includes one set of the authorized plans/documents that were approved as part of this Permit. A copy of this cover letter and one set of plans have been submitted to the municipality. Please ensure that the plans approved by the municipality are consistent with the plans approved through this permit. This Permit has been issued until May 12, 2027.

Please be advised that if revisions to the design of the project are required subsequent to the issuance of this permit, plans/documents reflecting these changes will need to be submitted to this office for further review and approval prior to construction of the redesigned works.

TRCA STAFF LIAISON

- To Schedule an inspection and to notify Enforcement Officers 48 hours prior to commencing construction please call **437-880-2124** or **email inspections@trca.ca**.
- For information regarding revisions, technical or administrative related issues, please contact Hamedeh Razavi, Senior Planner at Hamedeh.Razavi@trca.ca.

Sincerely,

Hamedeh Razavi
Senior Planner, Development Planning and Permits
Development and Engineering Services

Encl.

cc: Sheila Kerz, Supervisor, Plans Review, City of Markham (BuildingPRSupervisors@markham.ca)

PERMIT

416.661.6688 | planning&permits@trca.ca | trca.ca | 101 Exchange Ave., Vaughan, ON L4K 5R6

Toronto and Region Conservation Authority

PERMIT NO: [redacted]

EXECUTIVE MEETING
DATE: June 13, 2025

IN ACCORDANCE WITH SECTION 28.1 OF THE CONSERVATION AUTHORITIES ACT PERMISSION IS GRANTED TO:

OWNER
[redacted]

PURPOSE IS TO undertake works within TRCA's Regulated Area of the Rouge River Watershed to facilitate the construction of a multi-phase commercial development, including an east-west private road. The subject property is located northeast of Highway 404 and Major Mackenzie Drive (aka [redacted]), in the City of Markham.

ON PROPERTY OWNED BY [redacted] **AS LOCATED AT** [redacted], northeast of Highway 404 and Major Mackenzie Drive (aka 2[redacted]), City of Markham, Rouge River Watershed.

FOR THE PERIOD OF May 13, 2025 **TO** May 12, 2027

AND MUST COMPLY WITH THE FOLLOWING STAMPED APPROVED DOCUMENTS AND/OR PLANS:

- **Drawing No. A100(76) - Overall Site Plan, prepared by Petroff Partnership Architects, dated December 20, 2024, received by TRCA May 1, 2025;**
- **Drawing No. ESC - Erosion and Sediment Control Plan, prepared by [redacted] dated March 01, 2024, received by TRCA May 1, 2025;**
- **Drawing No. SGP - Site Grading Plan, prepared by [redacted] dated January 12, 2024, received by TRCA May 1, 2025;**
- **Drawing No. SSP - Site Servicing Plan, prepared by [redacted] dated January 12, 2024, received by TRCA May 1, 2025.**
- **Eco compensation Agreement - Fully executed on May 9, 2025.**

AND MUST COMPLY WITH THE FOLLOWING CONDITIONS:

Standard Permit Conditions

1. The Owner shall strictly adhere to the approved TRCA permit, plans, documents and conditions, including TRCA redline revisions, herein referred to as the "works", to the satisfaction of TRCA. The Owner further acknowledges that all proposed revisions to the design of this project that impact TRCA interests must be submitted for review and approval by TRCA prior to implementation of the redesigned works.
2. The Owner shall notify TRCA Enforcement staff 48 hours prior to the commencement of any of the works referred to in this permit and within 48 hours upon completion of the works referred to herein.
3. The Owner acknowledges and agrees that TRCA staff, agents, representatives, or other persons as may be reasonably required by TRCA, may enter the premises without notice at reasonable times, for the purpose of inspecting compliance with the approved works, and the terms and conditions of this permit, and to conduct all required discussions with the

Owner, their agents, consultants or representatives with respect to the works.

4. The Owner acknowledges that this permit is non-transferrable and is issued only to the current owner of the property. The Owner further acknowledges that upon transfer of the property into different ownership, this permit shall be terminated, and a new permit must be obtained from TRCA by the new owner. In the case of municipal or utility projects, where works may extend beyond lands owned or easements held by the municipality or utility provider, Landowner Authorization is required to the satisfaction of TRCA.
5. This permit is valid for two years from the date of issue unless otherwise specified on the permit. The Owner acknowledges that it is the responsibility of the Owner to ensure a valid permit is in effect at the time works are occurring; and, if it is anticipated that works will not be completed within the allotted time, the Owner shall notify TRCA at least 60 days prior to the expiration date on the permit if an extension will be requested.
6. The Owner shall ensure all excess fill (soil or otherwise) generated from the works will not be stockpiled and/or disposed of within any area regulated under the Conservation Authorities (on or off-site) without a permit from TRCA.
7. The Owner shall install effective erosion and sediment control measures prior to the commencement of the approved works and maintain such measures in good working order throughout all phases of the works to the satisfaction of TRCA.
8. The Owner acknowledges that the erosion and sediment control strategies outlined on the approved plans are not static and that the Owner shall upgrade and amend the erosion and sediment control strategies as site conditions change to prevent sediment releases to the satisfaction of TRCA.
9. The Owner shall repair any breaches of the erosion and sediment control measures within 48 hours of the breach to the satisfaction of TRCA.
10. The Owner shall make every reasonable effort to minimize the amount of land disturbed during the works and shall temporarily stabilize disturbed areas within 30 days of the date the areas become inactive to the satisfaction of TRCA.
11. The Owner shall permanently stabilize all disturbed areas immediately following the completion of the works and remove/dispose of sediment controls from the site to the satisfaction of TRCA.
12. The Owner shall arrange a final site inspection of the works with TRCA Enforcement staff prior to the expiration date on the permit to ensure compliance with the terms and conditions of the permit to the satisfaction of TRCA.
13. The Owner shall pay any additional fees required by TRCA in accordance with the TRCA Administrative Fee Schedule for Permitting Services, as may be amended, within 15 days of being advised of such in writing by TRCA for staff time allocated to the project regarding issues of non-compliance and/or additional technical review, consultation and site visits beyond TRCA's standard compliance inspections.

Authorized by: _____

Authorized Signatory

STIPULATIONS

All terms and conditions imposed upon this permit are legally binding.

Failure to comply with this permit can result in enforcement proceedings by Toronto and Region Conservation Authority (TRCA) in accordance with the Conservation Authorities Act.

This permit, or a copy thereof, must be posted on the site and available for inspection.

The owner is responsible for the accuracy of all information and technical details.

The owner shall comply with all other existing laws and regulations, including obtaining consent from other landowners where applicable.

All in-water and near water works must be conducted within the construction timing window as prescribed by Provincial and/or Federal Statutes.

REVISIONS

Any revisions or changes to the approved work(s) require further TRCA approvals prior to being initiated.

EXTENSION

On a one-time basis, applicants may apply for a permit extension provided such requests are made at least 60 days prior to the expiration of the permit pursuant to O. Reg. 41/24. In the Application for Permit Extension, applicants shall set out the reasons for which an extension is required. Such requests will be assessed in accordance with any new updated technical hazard information and the current policies in place. There is no guarantee of approval by TRCA.

FREEDOM OF INFORMATION ACT

The information contained on this form and any accompanying plans and documents is collected under the authority of the Conservation Authorities Act and Regulations made thereunder for the purpose of processing permits and is deemed to be public information. Personal information that may be provided is collected and managed in accordance with the Municipal Freedom of Information and Protection of Privacy Act (Ontario). Questions about the collection of information should be directed to the Information and Privacy Officer, Toronto and Region Conservation Authority, Tel 416-661-6600.

NOTE

TRCA shall not be responsible for any losses, costs, or damages arising out of the location, design, or construction of, or failure to construct, the words set out in the stamped approved documents.

This Agreement made this 9 day of May, 2025

BETWEEN:

[redacted]

("Owner")

and

TORONTO AND REGION CONSERVATION AUTHORITY

("TRCA")

WHEREAS the Owner is the owner or leaseholder of the lands and premises described in Schedule "A" attached hereto ("Lands");

AND WHEREAS the Owner proposes to develop the Lands as a multi-phase commercial development with an east-west private road, as described in Schedule "B";

AND WHEREAS 0.65 hectares of marsh wetland as described in Schedule "C" will be lost if the property is developed by the Owner in the configuration currently proposed;

AND WHEREAS it has been agreed upon by the municipality, TRCA, and the owner through the TRCA Permit process, that natural feature loss for this development may be compensated for elsewhere;

AND WHEREAS pursuant to TRCA's Guideline for Determining Ecosystem Compensation, restoration of 0.65 ha of wetland was determined to be appropriate compensation as outlined in this agreement.

NOW THEREFORE the parties agree as follows:

1. The Owner shall provide a one-time cash payment to TRCA in the sum of One hundred fifty-three thousand, four hundred thirty-six Canadian dollars and sixty-five cents. (CAD $153,436.65), inclusive of 5% Compensation Program Management fee, and exempt from HST, for the purposes of off-site compensation to replace natural feature structure.

2. The Owner shall provide a one-time cash payment to TRCA in the sum of Nine hundred sixty-five thousand, two hundred fifty Canadian dollars (CAD $965,250), exempt from HST, for land acquisition.

3. The amount in paragraph 1 and 2 shall be paid to TRCA prior to the issuance of a permit under the *Conservation Authorities Act* for commercial development, in order that the Owner may begin construction.

4. TRCA shall use the payment made under paragraph 1, CAD $ 153,436.65, for the following purposes:

   (a) the ability to install, monitor and maintain restoration of a wetland feature (the "Project") on lands within the City of Markham;

(b) to create any necessary access routes for and to implement the project on public lands;

(c) to maintain such access routes for the project, including replacement, through a five-year monitoring period following the restoration works; and

(d) to apply any amounts not used to accomplish the above Project following the end of the five-year monitoring period to any other ecological restoration projects within the City of Markham. TRCA will use best effort to apply such amounts to a project located near the original areas of disturbance.

5. TRCA shall use the payment made under paragraph 2, CAD $ 965,250, for the following purposes:

(a) to acquire land outside and adjacent to the existing natural heritage system, to expand the existing natural heritage system, as per TRCA's Greenspace Acquisition Project 2021-2030.

6. No project shall occur on the Owner's lands unless written notice for this request has been made and accepted by the Owner.

7. Payment under this agreement shall not discharge the Owner in respect of any other permit conditions as may be imposed by TRCA, nor does it negate any other federal, provincial, or municipal requirements with respect to the proposed development.

8. Upon receipt of the funds referred to in paragraph 1 and 2, TRCA staff shall process the permit application in accordance with delegated authority.

9. This Agreement constitutes the entire agreement between the parties and may not be modified except by amendment duly executed by the parties.

10. The parties hereto will at any time and from time-to-time hereafter upon the reasonable request of any other party (and at the requesting party's expense) do, execute, and perform all such acts, assurances, documents, and deeds as may be necessary or desirable to carry out the full intent and purpose of this Agreement.

11. This Agreement and all the provisions hereof shall enure to the benefit of, and be binding upon, the parties hereto, their respective successors and assigns and every reference herein to a party hereto shall extend to and include such party's successors and assigns, as if specifically named.

12. The Owner acknowledges and agrees that this Agreement is subject to the *Municipal Freedom of Information and Protection of Privacy Act*, or any successor or similar act to which TRCA is subject.

13. This Agreement may be executed in two or more counterparts, each of which when so executed and delivered to the other parties (which delivery may be made by facsimile or other electronic transmission) shall be an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF the parties have executed this Agreement as of the date above written.

FULL NAME OF OWNER

Per: [redacted]

Per: _____

Name:
Title:

I/We have authority to bind the Corporation

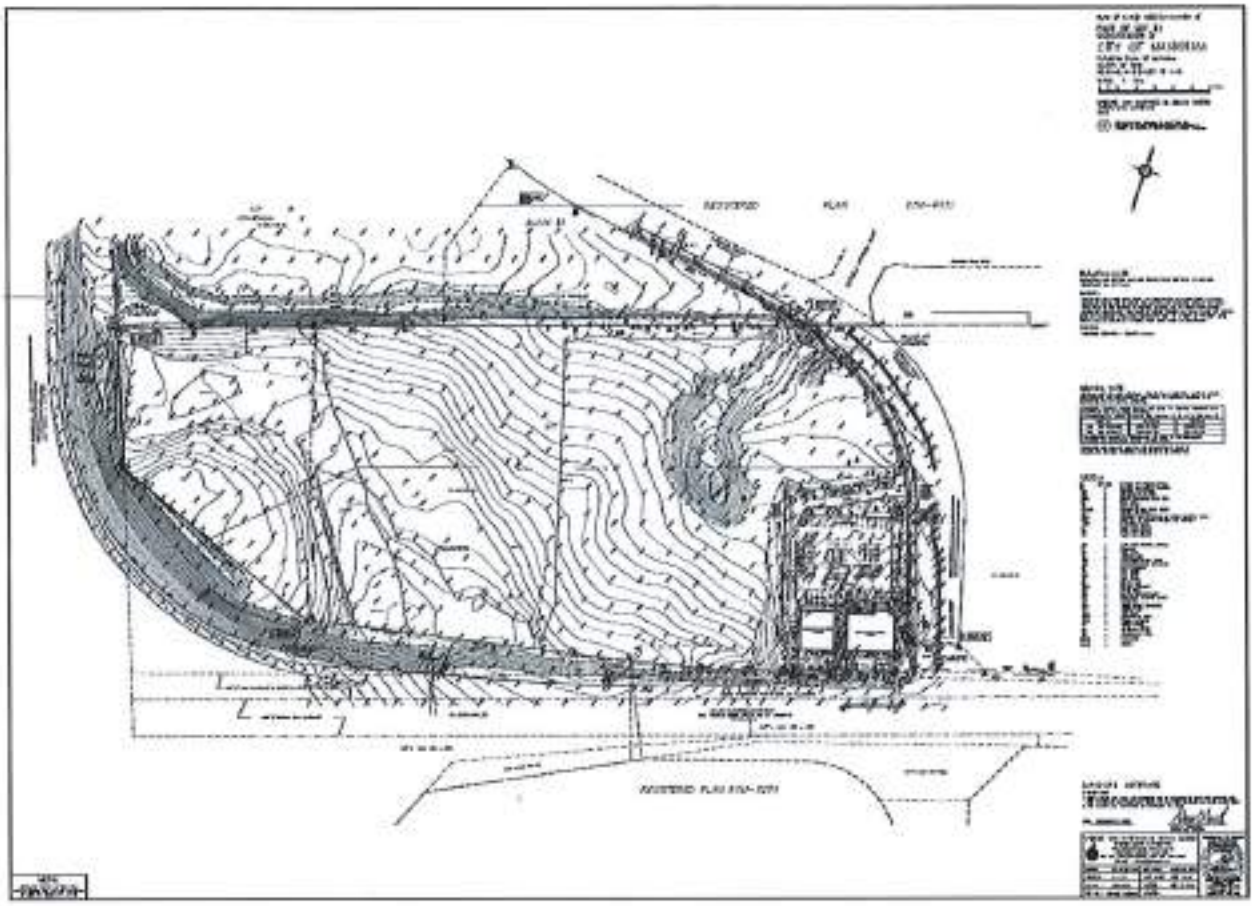
TORONTO AND REGION CONSERVATION AUTHORITY

Per: _____

Name: Sameer Dhalla
Title: Director of Development and Engineering Services

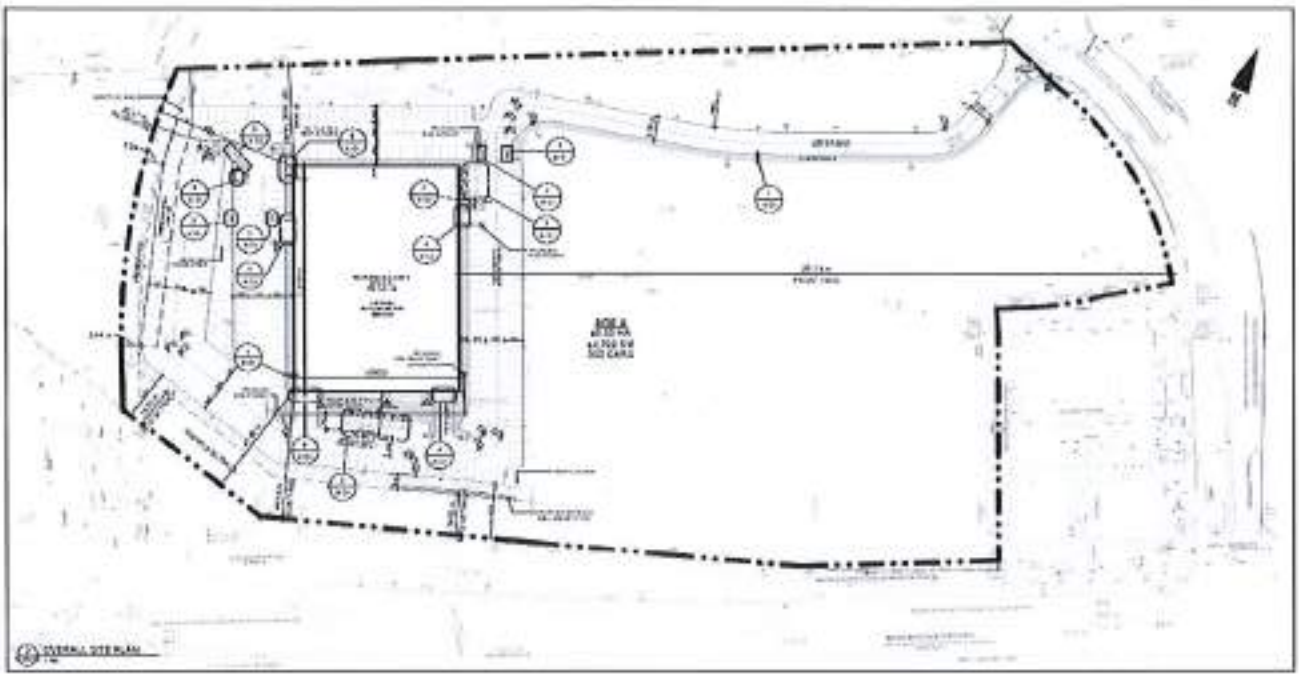
I have authority to bind the Corporation

Schedule A – Subject Lands



Topographic Survey - prepared by Speight, Van, Nostrand & Gibson Limited, dated December 5, 2023.
Legal Description - Part of Lot 21, Consession 3

Schedule B – Proposed Development – Overall Site Plan (Phase 1)

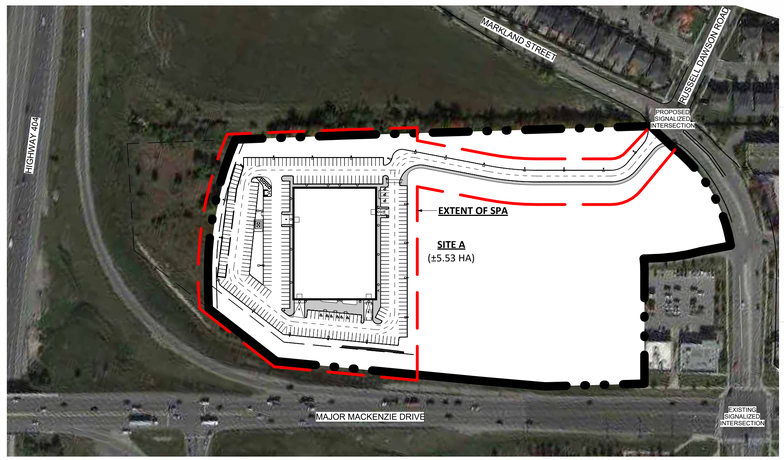


The entire property is proposed for multi-phase development, comprising two commercial sites and an east-west private road. Phase 1, located on the western portion, includes a proposed motor vehicle sales and service establishment and the east-west private road and is subject to the current permit. Phase 2, on the eastern portion, is intended for future commercial development and is not subject to the current permit.

Schedule C – Air Photo of Area to be Removed



The 0.65 ha area represents the portion of the wetland impacted by the proposed development and is subject to this agreement. An additional 0.39 ha of wetland will be impacted by public infrastructure associated with the Highway 404 Off-Ramp extension and is subject to the Environmental Assessment (EA) process.



1 KEY PLAN
A100(76) 1 : 2000

LEGEND

- PRIMARY ENTRANCE
- EMERGENCY DOOR
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED FIRE & TRUCK ROUTE (HEAVY DUTY ASPHALT)
- PROPOSED CONCRETE SIDEWALK
- "A" - RA-1 STOP SIGN
- "B" - ACCESSIBLE PARKING
- "C" - NO PARKING FIRE ROUTE

ZONING MATRIX:	REQUIRED	PROPOSED
ZONING		**MJC*294 - MAJOR COMMERCIAL,** **OS1 -OPEN SPACE ONE AND BC*293 - BUSINESS CORRIDOR**
SITE AREA	MIN. 0.4 HA	±5.53 HA
LOT FRONTAGE	85 M MIN	180 M
FRONT YARD	6M - 10M	251 M
REAR YARD	3 M	51 M
INTERIOR SIDE YARD	3 M	35 M
EXTERIOR SIDE YARD	6-10 M	44 M
BUILDING HEIGHT	14M MAX	±8 M
PARKING		300 CARS (6.41/100SM)
LOADING		1 SPACE
BICYCLE RACK		25 STALLS
GROSS BUILDING AREA	4722 SM	4722 SM
LANDSCAPE STRIP(FRONT, EXT SIDE)	MIN 6 M	6 M
LANDSCAPE STRIP(REAR, INT SIDE)	MIN 3 M	6 M
LANDSCAPE OPEN SPACE	MIN 20%	NA
BARRIER FREE ENTRANCE/EXIT	2 (OBC 3.8.1.2)	5 OUT OF TOTAL 5 (100%)
BARRIER FREE PARKING	8 CARS	9 CARS

STATISTICS

SITE A AREA	**±5.53 HA**
BUILDING A	±4722 SM
PARKING PROVIDED	300 CARS
EV STALLS PROVIDED	4 CARS
TOTAL PARKING	300 CARS
BICYCLE RACK	25 STALLS
	6.33/100 SM
LOADING PROVIDED	1 LOADING SPACE
COVERAGE	8.50%
SNOW STORAGE	±463 SM

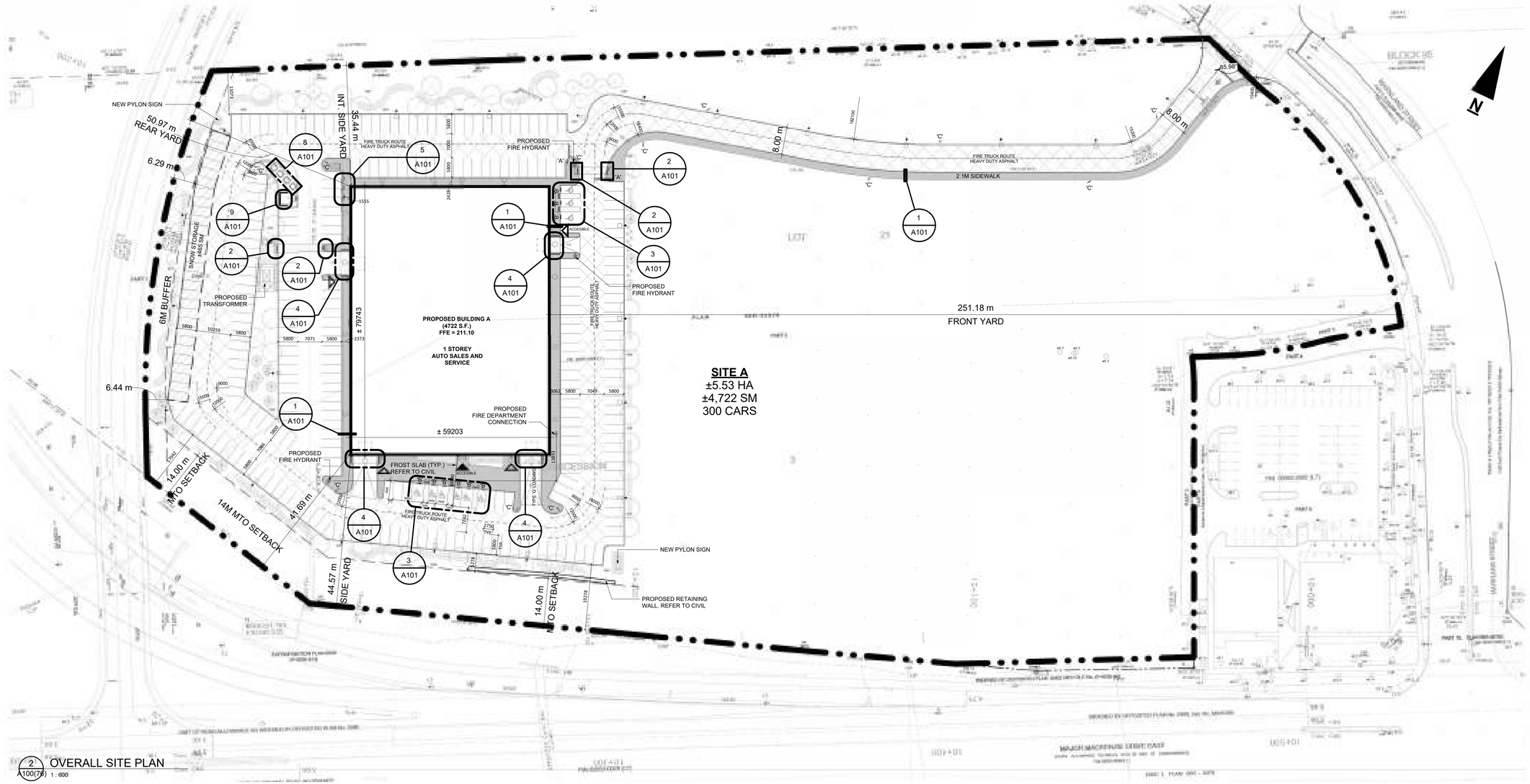
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3/25/2525

PART OF LOT 21
CONCESSION 3

CITY OF MARKHAM

FORMERLY TOWN OF MARKHAM
COUNTY OF YORK
REGIONAL MUNICIPALITY OF YORK



2 OVERALL SITE PLAN
A100(76) 1 : 600

Notes:
Site plan in accordance with the City of Markham Sustainability Metrics Program Guidebook.
Survey based on SVNG plan ref. no. 139-Con 3 Markham.
Refer to civil drawings prepared by [redacted] for servicing and grading design.
Refer to landscape drawings by RKLA for landscape design.
Refer to electrical drawings by H&J for electrical design.

#	DATE	DESCRIPTION	BY
9	2024-12-20	ISSUED FOR SPA	JK
8	2024-12-11	ISSUED FOR COORDINATION	JK
6	2024-08-30	ISSUED FOR SPA RESUBMISSION	JK
5	2024-05-15	ISSUED FOR COORDINATION	JK
4	2024-01-29	RE-ISSUED FOR SPA	JK
3	2024-01-13	ISSUED FOR SPA	JK
2	2023-11-27	ISSUED FOR COORDINATION	JK
1	2023-11-23	ISSUED FOR REZONING	JK

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK

DO NOT SCALE THE DRAWING

THIS DRAWING CONTAINS COPYRIGHT MATERIAL BELONGING TO THE ARCHITECT

THIS DRAWING WAS DEVELOPED FOR A SPECIFIC PURPOSE; USE FOR ANY OTHER PURPOSE IS NOT PERMITTED

THIS DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN APPROVAL OF THE ARCHITECT

THIS DRAWING MUST BE READ IN THE CONTEXT OF ALL THE OTHER DRAWINGS WHICH CONSTITUTE THE DOCUMENT

OVERALL SITE PLAN

Scale: As indicated

PROPOSED AUTO SALES AND SERVICE BUILDING

ADDRESS: HWY 404 + MAJOR MACKENZIE DRIVE, MARKHAM, ON

CLIENT: [redacted]

PETROFF PARTNERSHIP ARCHITECTS
PETROFF
Petroff Partnership Architects
10 Aviva Way, Suite 400
Markham, Ontario, Canada L6G 0G1
TEL.905.470.7002

ONTARIO ASSOCIATION OF ARCHITECTS
RALY HAMDY
LICENCE
6758

Drawn:	JK	PROJECT Number	23042
Check:	JK		
Date:	08/29/24	Drawing No.	A100(76)
Issued Date:	08/29/24		

EROSION AND SEDIMENT CONTROL NOTES

1. THE PAVED STREETS AND PARKING FIELDS SURROUNDING THE SITE ARE TO BE INSPECTED DAILY AND SWEPT AS NECESSARY TO REMOVE MUD, EXCESS MUD, OR ROCK TRACKED FROM SITE.
2. GOOD HOUSEKEEPING PRACTICES ARE TO BE FOLLOWED ON SITE DURING CONSTRUCTION AND MONITORED ON A DAILY BASIS. THIS INCLUDES BUT IS NOT LIMITED TO
   - 2.1. APPROPRIATE STORAGE AND DISPOSAL OF CONSTRUCTION MATERIALS,
   - 2.2. APPROPRIATE STORAGE AND DISPOSAL OF GARBAGE AND DEBRIS,
   - 2.3. APPROPRIATE DISPOSAL OF CONCRETE WASTE TO AN APPROVED DISPOSAL FACILITY, AND
   - 2.4. SECONDARY CONTAINMENT OF PETROLEUM-BASED PRODUCTS (JERRY CANS, OIL, ETC.).
3. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED PRIOR TO THE COMMENCEMENT OF WORK, MAINTAINED THROUGHOUT CONSTRUCTION, AND ONLY REMOVED UPON STABILIZATION OF THE DISTURBED AREAS.
4. INSPECTIONS SHALL OCCUR AT A MINIMUM FREQUENCY OF:
   - 4.1. ON A WEEKLY BASIS
   - 4.2. BEFORE AND AFTER EVERY RAINFALL EVENT (>12MM)
   - 4.3. AFTER SIGNIFICANT SNOWMELT EVENTS
   - 4.4. MONTHLY DURING INACTIVE PERIODS (> 30 DAYS), AND
   - 4.5. DAILY DURING EXTENDED RAIN OR SNOWMELT PERIODS.
5. EROSION AND SEDIMENT CONTROL (ESC) MEASURES WILL BE IMPLEMENTED PRIOR TO, AND MAINTAINED DURING CONSTRUCTION PHASES, TO PREVENT ENTRY OF SEDIMENT INTO THE STORM SEWER SYSTEM. ALL DAMAGED EROSION AND SEDIMENT CONTROL MEASURES SHOULD BE REPAIRED OR REPLACED WITHIN 48 HOURS OF INSPECTIONS OR BOTH.
6. ALL DISTURBED AREAS WILL BE MINIMIZED TO THE EXTENT POSSIBLE, AND TEMPORALLY OR PERMANENTLY STABILIZED OR RESTORED AS THE WORK PROGRESSES.
7. PROVIDE TERRAFIX SILT SACK (OR APPROVED EQUIVALENT) ON ANY EXISTING CATCHBASINS IN PAVED AREAS WITHIN THE INFLUENCE OF THE CONSTRUCTION AREAS INCLUDING ALONG THE PROPERTY'S FRONTAGE.
8. THE SITE IS TO BE INSPECTED DAILY AND SWEPT AS NECESSARY

GENERAL NOTES (FOR THE SITE ALTERATION PLAN)

1. THE OWNER IS RESPONSIBLE FOR OBTAINING NECESSARY APPROVALS FROM THE CITY AND EXTERNAL AGENCIES PRIOR TO ANY SITE ALTERATION ACTIVITIES.
2. PRIOR TO COMMENCEMENT OF ANY ON-SITE WORK/SOIL STRIPPING, EROSION, SEDIMENT CONTROL (ESC) MEASURES, AS PER ACCEPTED SITE ALTERATION PLANS, MUST BE INSTALLED AND APPROVED BY THE DIRECTOR OF ENGINEERING. ADDITIONAL ESC MEASURE, IF REQUIRED, SHALL BE INSTALLED AS DIRECTED BY THE DIRECTOR OF ENGINEERING. THE ESC MEASURES SHALL REMAIN IN PLACE UNTIL DIRECTED BY THE DIRECTOR OF ENGINEERING FOR THEIR REMOVAL.
3. TREES ARE TO BE PRESERVED AS PER ACCEPTED TREE PRESERVATION PLANS.
4. NO CONSTRUCTION ACTIVITIES OR MACHINERY SHALL BE ALLOWED BEYOND THE SITE LIMITS.
5. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENT DUST CONTROL MEASURES AND CONSTRUCTION PRACTICE GUIDELINES AS MAY BE REQUIRED BY THE CITY / TRCA.
6. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ESC MEASURES IN WORKING CONDITIONS AT ALL TIMES TO THE SATISFACTION OF THE DIRECTION OF ENGINEERING. THE CONTRACTOR SHALL ROUTINELY INSPECT ALL ESC MEASURES AT A MINIMUM OF ONCE A WEEK AND AFTER EACH RAINFALL EVENT GREATER THAN 10mm TO ENSURE THAT ESC MEASURES ARE IN PROPERTY WORKING CONDITIONS. ANY DAMAGES MUST BE REPAIRED WITHIN 24 HOURS.
7. ALL CONSTRUCTION VEHICLES MUST ENTER AND EXIT THE SITE ONLY FROM THE APPROVED ACCESS ROUTE(S) AS SHOWN ON THE ACCEPTED SITE ALTERATION PLANS.
8. CATCHBASIN SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED IMMEDIATELY AFTER INSTALLATION OF CATCHBASINS.
9. ALL DISTURBED GROUND LEFT INACTIVE FOR OVER 30 DAYS SHALL BE VEGETATED, SUBJECT TO WEATHER CONDITIONS, BY SEEDING OR APPROVED EQUIVALENT TO THE SATISFACTION OF THE DIRECTOR OF ENGINEERING.
10. ALL SOIL STOCKPILES IF REMAINING ON SITE FOR MORE THAN 30 DAYS SHALL BE VEGETATED, SUBJECT TO WEATHER CONDITIONS, BY SEEDING OR APPROVED EQUIVALENT TO THE SATISFACTION OF THE DIRECTOR OF ENGINEERING.
11. STREET SWEEPING/CATCHBASIN CLEANING PROGRAM SHALL BE IMPLEMENTED UPON COMPLETION OF BASE ASPHALT TO THE SATISFACTION OF THE DIRECTOR OF ENGINEERING.
12. ALL SOIL STOCKPILES SHALL BE SURROUNDED WITH SEDIMENT CONTROL FENCE. THE MAXIMUM SIDE SLOPES FOR STOCKPILES SHALL BE 1.5 (H) TO 1.0 (V). THE MAXIMUM HEIGHT OF STOCKPILE SHALL NOT EXCEED 3.0 m.
13. THE EROSION SEDIMENT CONTROL STRATEGIES OUTLINED ON THE ACCEPTED SITE ALTERATION PLANS ARE NOT STATIC AND MAY NEED TO BE UPGRADED/AMENDED AS SITE CONDITIONS CHANGE TO PREVENT SEDIMENT RELEASES TO THE NATURAL ENVIRONMENT.
14. THE CONTRACTOR SHALL ENDEAVOR TO PREVENT MUD TRUCKING ONTO EXISTING RIGHT-OF-WAY AND SHALL PROVIDED CLEAN UP AT HIS/HER OWN EXPENSE AS DIRECTED BY THE DIRECTOR OF ENGINEERING.
15. THE CONTRACTOR SHALL CARE AND CONTROL SPILLS,$ FLUIDS, AND MATERIALS DURING CONSTRUCTION TO MINIMIZE RISK TO THE ENVIRONMENT.
16. ANY SOIL IMPORTATION SHALL COMPLY WITH ALL APPLICABLE REGULATORY REQUIREMENTS RELATED TO THE SOIL IMPORTATION INCLUDING, BUT NOT LIMITED TO, THE O. REG. 406/19 (ON-SITE AND EXCESS SOILS MANAGEMENT REGULATIONS), AS AMENDED.
17. A QUALIFIED PERSON SHALL DOCUMENT AND CERTIFY THE SOIL IMPLORATION WORK ENSURING IT MEETS ALL APPLICABLE REGULATORY REQUIREMENTS RELATED TO THE SOIL IMPORTATION INCLUDING, BUT NOT LIMITED TO, THE O.REG. 406/19 (ON-SITE AND ACCESS SOILS MANAGEMENT REGULATIONS), AS AMENDED, AND MAKE SUCH DOCUMENT(S) AVAILABLE FOR THE CITY'S REVIEW UPON REQUEST.

NORTH ARROW

City of MARKHAM
PLANNING DEPARTMENT
CHECKED
DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND SPECIFICATIONS. THE COPY IS NOT INTENDED FOR USE FOR CONSTRUCTION PURPOSES UNLESS SIGNED BY THE CITY.
ENGINEERING AND PUBLIC WORKS DEPARTMENTS
ACCEPTED
For the purpose of Land Development
File: 24.139225.000.00.SPC
Date: 3/25/2025
Senior Development Manager
(or their designate)

RECEIVED
May 1, 2025
Toronto and Region Conservation Authority

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May 13, 2025
This approval is valid only if accompanied by a permit* signed by a TRCA Authorized Signatory and is subject thereto.
*provides a list of all TRCA approved documents and applicable conditions.

REVISION BLOCK

#	DATE	DESCRIPTION
1	03/01/24	ISSUED FOR SITE ALTERATION PERMIT
2	05/14/24	ISSUED FOR SITE ALTERATION PERMIT
3	08/29/24	ISSUED FOR SPA
4	09/19/24	REVISED STOCKPILE
5	12/16/24	ISSUED FOR SPA

LICENSED PROFESSIONAL ENGINEER
R.D. ALDERSON
DEC.16/24
PROVINCE OF ONTARIO

[redacted]

METRIC SCALE
0 5 10 20
1:500

ESC POND CALCULATIONS
Designed to Erosion and Sediment Control Guide for Urban Construction

POND ELEVATION SUMMARY

	Forebay	Permanent Pool	Active Storage
Depth (m)	1.36	1.36	0.44
Bottom Elevation (m)	206.00	206.00	207.36
Top Elevation (m)	207.36	207.36	208.00
Release Rate (L/s)	n/a	n/a	9.8

VOLUME SUMMARY

DRAINAGE AREA = 5.3 ha

PERMANENT POOL: REQUIRED PERMANENT POOL = 125 m³/ha x 5.3 = 663 m³; PROVIDED PERMANENT POOL (ELEV: 207.36) = **657 m³** — 1% Greater

ACTIVE STORAGE: REQUIRED ACTIVE STORAGE = 125 m³/ha x 5.3 = 663 m³; PROVIDED ACTIVE STORAGE (ELEV: 208.00) = **775 m³** — 17% Greater

TOTAL POND: TOTAL REQUIRED STORAGE = 1326 m³; TOTAL PROVIDED STORAGE (EXCL. FREEBOARD) = **1442 m³** — 9% Greater

FOREBAY: PROVIDED FOREBAY VOLUME = **547 m³** (Approximately 22% of the permanent pool)

ORIFICE SIZING

FOR **22-hr** RETENTION - (775 m³/ (22 * 3.6)) = 9.8 L/s

RELEASE RATE WITH **75mm** ORIFICE PLATE; = 0.62 X $\left(\frac{\pi}{4}\right)$ X 3.14 X (2 x 9.81 x (208.00 – 207.36))$^{0.5}$ = 9.8 L/s

OUTLET PIPE = 200 mm with slope of 1%

OUTLET PIPE CAPACITY = **33 L/s** > **9.8 L/s**

PERFORATED PIPE SIZING
The perforated pipe should provide an opening area greater than 2x the orifice area.

2x ORIFICE AREA =	0.009 m²
PERFORATION PIPE) DIAMETER =	200 mm
DIAMETER OF HOLES =	25 mm
LENGTH OF PERFORATED PIPE =	0.44 m
PERFORATION AREA =	0.0005 m²/ hole
# PERFORATIONS REQUIRED =	81 holes
MAX HOLES PER ROW =	9 holes
# ROWS REQUIRED =	9 rows

TOTAL OPEN AREA OF PERFORATED PIPE = **0.040 m²** > **AREA OF ORIFICE PLATE**

LEGEND

- 100.00 — PROPOSED PAVEMENT ELEVATION
- 100.00(SW) — PROPOSED SWALE CENTRELINE ELEVATION
- 207.03(EX) — PROPOSED ELEVATION TO MATCH EXISTING ELEVATION
- EXISTING STORM MANHOLE
- EXISTING STORM CATCHBASIN MANHOLE
- EXISTING CATCHBASIN
- EXISTING DOUBLE CATCHBASIN
- EXISTING SANITARY MANHOLE
- EXISTING HYDRANT
- EXISTING VALVE AND BOX
- DIRECTION OF EMERGENCY OVERLAND FLOW
- ORIGINAL GROUND CONTOUR
- PROPOSED CONTOUR
- PHASE LIMIT
- PROPOSED 3:1 MAX SLOPING
- PROPOSED MUD MAT
- SLT — PROPOSED SILT FENCE
- TREES TO BE PRESERVED (REFER TO TREE INVENTORY AND PRESERVATION PLAN BY RON KOUDYS DATED JAN 2024)
- TREE PROTECTION FENCE (REFER TO TREE INVENTORY AND PRESERVATION PLAN BY RON KOUDYS, DATED JAN 2024)
- EXISTING OVERLAND FLOW
- WORK OUTSIDE OF PROPERTY LIMITS

Engineer / OLS certificate:
I have reviewed the plans for the construction of site alteration located at 2938 Major Mackenzie Drive of City of Markham and have prepared this plan to indicate the compatibility of the proposal to existing adjacent properties and municipal services. It is my belief that adherence to the proposed grades as shown will produce adequate surface drainage and proper facility of the municipality services without any detrimental effect to the existing drainage patterns or adjacent properties.

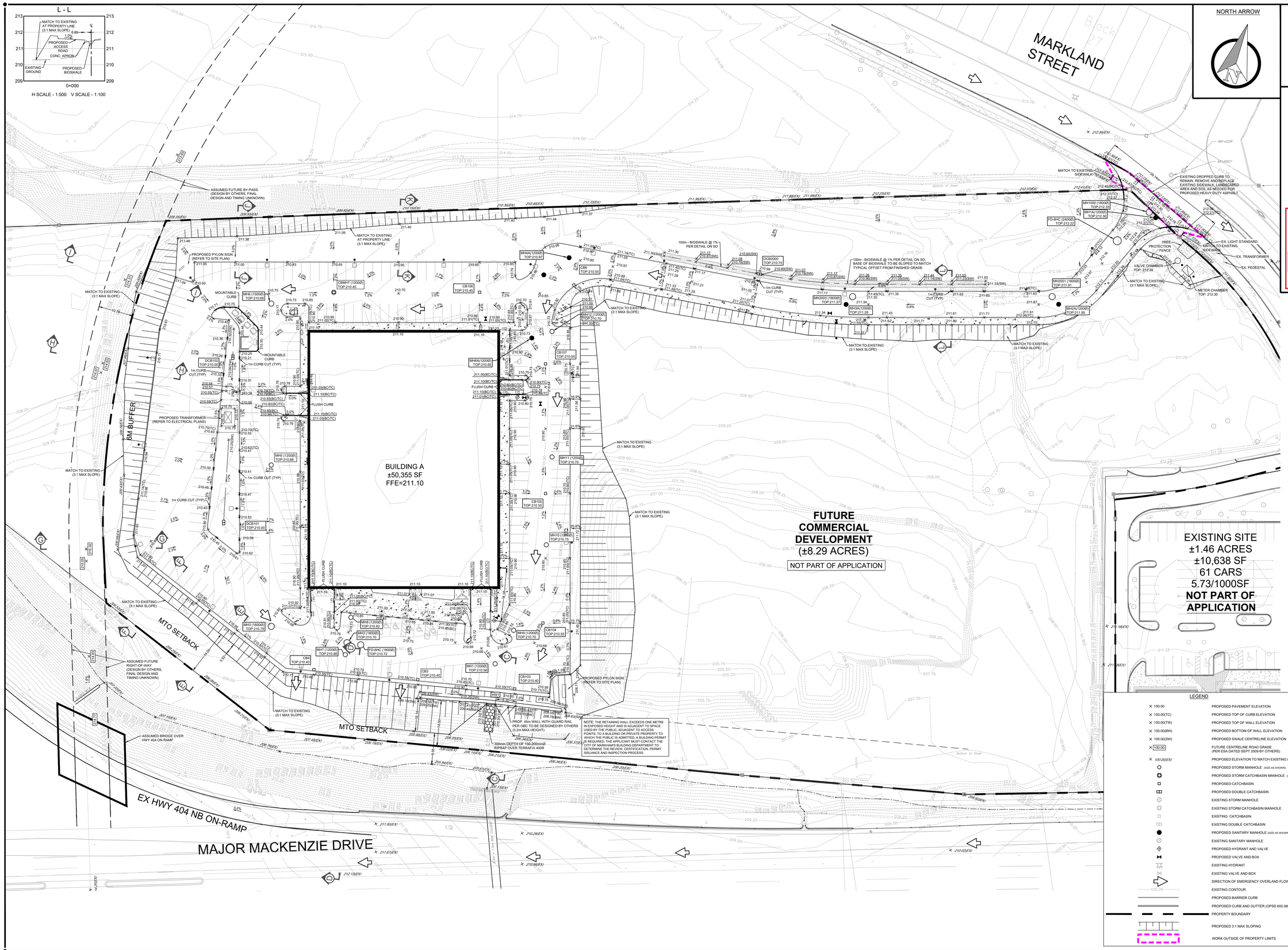
Municipality certification:
Site Alteration Plans as prepared by [redacted], dated May 14th, 2024 meet the standards set out in Schedule "B" to By-law (2011-232), as amended, and has been prepared in accordance with the site design guidelines as set out in Schedule "C" to the By-law and that the design submitted complies or will comply with the Permit Conditions as specified in Schedule "D" to By-law (2011-232), as amended.

EROSION & SEDIMENT CONTROL PLAN

MARKLAND STREET & MAJOR MACKENZIE DRIVE
MARKHAM, ONTARIO

CHECKED BY: RA
DRAWN BY: BC
PROJECT No: 21588

ESC



City of MARKHAM
PLANNING DEPARTMENT
CHECKED
ENGINEERING AND URBAN DESIGN DEPARTMENTS
ACCEPTED
For the purpose of site plan endorsement
File: 24.139225.000.00.SPC
Date: 3/25/2025
mm/dd/yyyy
Senior Development Manager (or their designate)

RECEIVED
May 1, 2025
Toronto and Region Conservation Authority

This document forms part of a permit under Section 28.1 of the Conservation Authorities Act APPROVED by TRCA on
May 13, 2025
This approval is valid only if accompanied by a permit* signed by a TRCA Authorized Signatory and is subject thereto.
*provides a list of all TRCA approved documents and applicable conditions.

REVISION BLOCK

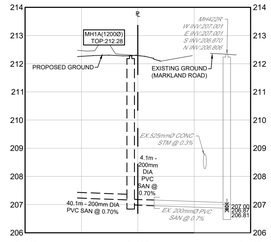
#	DATE	DESCRIPTION
1	01/12/24	ISSUED FOR SPA
2	08/29/24	ISSUED FOR SPA
3	12/16/24	ISSUED FOR SPA

LICENSED PROFESSIONAL ENGINEER
R.D. ALDERSON
DEC.16/24
PROVINCE OF ONTARIO

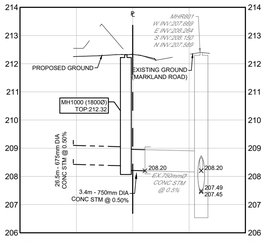
METRIC SCALE
0 5 10 20
1:500

SITE GRADING PLAN
MARKLAND STREET & MAJOR MACKENZIE DRIVE
MARKHAM, ONTARIO
CHECKED BY: RA
DRAWN BY: BC
PROJECT No: 21586
SGP

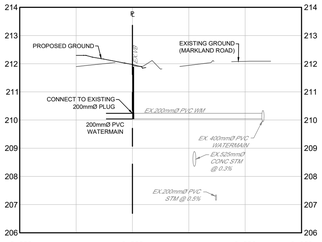
SANITARY CONNECTION
H SCALE - 1:500
V SCALE - 1:100



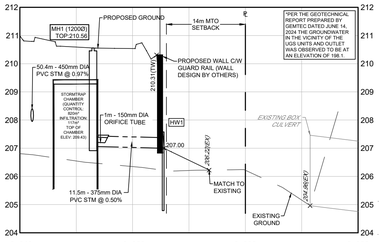
STORM CONNECTION
H SCALE - 1:500
V SCALE - 1:100



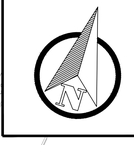
WATERMAIN CONNECTION
H SCALE - 1:500
V SCALE - 1:100



STORM OUTLET
H SCALE - 1:500
V SCALE - 1:100



NORTH ARROW



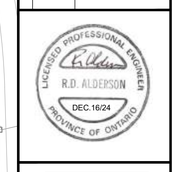
City of MARKHAM
PLANNING DEPARTMENT
CHECKED
ENGINEERING AND PUBLIC WORKS DEPARTMENT
ACCEPTED
For the purpose of Site plan endorsement
File: 24.129225.000.00.SPC
Date: 3/25/2025
Senior Development Manager
for the Delegate

RECEIVED
May 1, 2025
Toronto and Region Conservation Authority

This document forms part of a permit under Section 28.1 of the Conservation Authorities Act APPROVED by TRCA on
May 13, 2025
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*provides a list of all TRCA approved documents and applicable conditions.

REVISION BLOCK

#	DATE	DESCRIPTION
1	01/12/24	ISSUED FOR SPA
2	08/29/24	ISSUED FOR SPA
3	12/16/24	ISSUED FOR SPA



[redacted]

METRIC SCALE
0 5 10 20
1:500

SITE SERVICING PLAN

MARKLAND STREET & MAJOR MACKENZIE DRIVE
MARKHAM, ONTARIO

CHECKED BY: RA
DRAWN BY: BC
PROJECT No: 21586

SSP

MARKLAND STREET

EX. LIGHT STANDARD & COMMUNICATIONS INFRASTRUCTURE TO BE RELOCATED (BY OTHERS)

EX. STM PLUG INV:206.07

3.4m - 750mm DIA CONC STM @ 0.50%

MH1000 (1800Ø) TOP:212.32

EX. SAN PLUG INV:206.96

4.1m - 200mm DIA PVC SAN @ 0.70%

MH1A(1200Ø) TOP:212.28

13.2m - 675mm DIA CONC STM @ 0.50%

FD-BHC (2400Ø) TOP:212.22

EX. LIGHT STANDARD & EX. TRANSFORMER

TREE PROTECTION FENCE

DOUBLE CHECK VALVE BACK FLOW PREVENTER IN 1800mm DIA CHAMBER PER MW26A

POST INDICATOR VALVE

WATER METER IN 3m x 2.25m CHAMBER PER MW22

POST INDICATOR VALVE

EX. VB CONNECT TO EXISTING 200mmØ PLUG

EX. PEDESTAL

MH2001 (1800Ø) TOP:211.91

29.3m - 675mm DIA CONC STM @ 0.50%

4.1m - 200mm DIA PVC SAN @ 0.70%

200mmØ PVC WATERMAIN

MH10A(1200Ø) TOP:211.95

MH4A(1200Ø) TOP:210.88

9.4m - 200mm DIA PVC SAN @ 0.70%

MH5A(1200Ø) TOP:210.83

200mmØ PVC WATERMAIN (A)

86.7m - 200mm DIA PVC SAN @ 0.70%

DCB2000 TOP:210.75

29.6m - 300mm DIA PVC STM @ 0.50%

MH3A(1200Ø) TOP:211.16

MH2003 (1800Ø) TOP:211.16

PROPOSED BIOSWALE REFER TO SGP & DETAIL ON SO

65.6m - 200mm DIA PVC SAN @ 0.70%

200mmØ PVC WATERMAIN

12.8m - 675mm DIA CONC STM @ 1.00%

STM PLUG

SAN PLUG

TEMPORARY BLOWOFF

10.4m - 200mm DIA PVC SAN @ 0.70%

VB TOP 211.34

MH6 (1500Ø) TOP:210.69

19.6m - 450mm DIA PVC STM @ 0.50%

CBMH7 (1200Ø) TOP:210.45

45.0m - 300mm DIA PVC STM @ 1.13%

CB106 TOP:210.45

CB6 TOP:210.55

19.8m - 200mm DIA PVC SAN @ 0.53%

VB TOP 210.84

200mmØ WATER CONN. (FIRE & DOM.)

SAN PLUG

8.4m - 200mm DIA PVC SAN @ 2.00%

MH9A(1200Ø) TOP:210.65

MH12 (1200Ø) TOP:210.70

2.0m - 250mm DIA PVC STM @ 2.00%

CB107 TOP:210.55

MH11 (1200Ø) TOP:210.70

37.7m - 375mm DIA PVC STM @ 0.50%

MH10 (1200Ø) TOP:210.75

DCB102 TOP:210.00

11.5m - 300mm DIA PVC STM @ 2.53%

DCB101 TOP:210.00

14.2m - 300mm DIA PVC STM @ 4.09%

MH9 (1200Ø) TOP:210.66

49.8m - 600mm DIA CONC STM @ 0.50%

6M BUFFER

BUILDING A
±50,355 SF
FFE=211.10

STM PLUG

7.3m - 300mm DIA PVC STM @ 5.50%

MH8 (1200Ø) TOP:210.60

7.6m - 250mm DIA PVC STM @ 2.00%

CB104 TOP:210.55

MH3 (1800Ø) TOP:210.75

22.8m - 600mm DIA CONC STM @ 0.50%

MH2 (1800Ø) TOP:210.70

4.3m - 750mm DIA CONC STM @ 1.05%

50.4m - 450mm DIA PVC STM @ 0.9%

FD-RHC (1800Ø) TOP:210.72

2.2m - 750mm DIA CONC STM @ 1.00%

STORMTRAP CHAMBER (QUANTITY CONTROL: 820m³ INFILTRATION:117m³ TOP OF CHAMBER ELEV: 209.43)

MH1 (1200Ø) TOP:210.56

1m - 150mm DIA ORIFICE TUBE

18.4m - 250mm DIA PVC STM @ 1.19%

MH7 (1200Ø) TOP:210.66

CB4 TOP:210.40

10.4m - 250mm DIA PVC STM @ 6.28%

23.3m - 250mm DIA PVC STM @ 4.56%

CB3 TOP:210.40

CB103 TOP:210.40

11.5m - 375mm DIA PVC STM @ 0.50%

HW1

PROPOSED WALL C/W PEDESTRIAN GUARD RAIL, REFER TO GRADING PLAN (WALL DESIGN BY OTHERS)

300mm DEPTH OF 100-200mmØ RIPRAP OVER TERRAFIX 400R

STORMTRAP CHAMBER DATA

QUANTITY CONTROL PROVIDED: 820m³
INFILTRATION PROVIDED: 117m³
TOP OF CHAMBER ELEVATION: 209.43
SYSTEM INVERT: 206.71
INSIDE CHAMBER HEIGHT: 2.72m
MINIMUM SURFACE ELEVATION: 210.52
GROUNDWATER ELEVATION: 198.10

MTO SETBACK

14.0m

MTO SETBACK

EXISTING SWALE

EXISTING CULVERT
INV: 205.13
Concrete Pipe 900

EX HWY 404 NB ON-RAMP

MAJOR MACKENZIE DRIVE

FUTURE COMMERCIAL DEVELOPMENT
(±8.29 ACRES)
NOT PART OF APPLICATION

EXISTING SITE
±1.46 ACRES
±10,638 SF
61 CARS
5.73/1000SF
NOT PART OF APPLICATION

Subject to a Easement as in Inst. No. YR1637945

Subject to a Easement as in Inst. No. YR1637945

EXIST. 1
(±4,483 S.F.)

EXIST. 2
(±6,155 S.F.)

CTRL MH
IN:205.370

CTRL MH
IN:205.454

EX. 300mmØ PVC STM @ 0.5%

EX. 400mmØ PVC STM @ 0.5%

EX. 450mmØ PVC STM @ 0.5%

EX. 600mmØ PVC STM @ 0.5%

EX. 525mmØ CONC STM @ 0.3%

EX. 450mmØ PVC STM @ 0.5%

EX. 600mmØ PVC STM @ 0.5%

EX. 750mmØ CONC STM @ 0.5%

EX. 600mmØ CONC STM @ 0.5%

EX. 675mmØ CONC STM @ 0.5%

EX. 750mmØ CONC STM @ 0.5%

EX. 600mmØ CONC STM @ 0.5%

EX. 450mmØ CONC STM @ 0.5%

EX. 300mmØ PVC STM @ 0.5%

EX. 525mmØ CONC STM @ 0.3%

EX. 450mmØ PVC STM @ 0.5%

EX. 600mmØ CONC STM @ 0.5%

EX. 750mmØ CONC STM @ 0.5%

EX. 600mmØ CONC STM @ 0.5%

EX. 450mmØ CONC STM @ 0.5%

EX. 300mmØ PVC STM @ 0.5%

EX. 525mmØ CONC STM @ 0.3%

EX. 450mmØ PVC STM @ 0.5%

EX. 600mmØ PV

From: Miljus, Alexia L
Sent: Tuesday, May 6, 2025 12:35 PM
To: Harsha Gammanpila
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine; Katharine McCarter; Leung, Andrea
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment - EAA-2024-00001

Good Afternoon Harsha,

Appreciate the response.

Thank you,

Alexia Miljus | Environmental Planner
E: amiljus@gftinc.com
C: 416-276-3096
GFT: Ingenuity That Shapes Lives™

From: Harsha Gammanpila
Sent: Monday, May 05, 2025 9:27 PM
To: Miljus, Alexia L
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine; Katharine McCarter; Leung, Andrea
Subject: RE: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment - EAA-2024-00001

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

Staff reviewed the report and As previously communicated TRCS staff understands that the unevaluated wetland was agreed to be removed.

Staff has no further comments for the report.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

From: Miljus, Alexia L <amiljus@GFNET.com>
Sent: April 24, 2025 2:46 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Ostler, Andrew <aostler@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Leung, Andrea <aleung@GFNET.com>
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

EXTERNAL SENDER

Good Afternoon Harsha,

It is our understanding that on or before April 10, 2024 the 1.3 ha woodland located at 404 and Major Mackenzie Drive in Markham was cleared under the direction of [redacted] without acquiring the required Site Alteration Permit for said removals from the City of Markham. Tree removals also occurred on the wetland within the Toronto and Region Conservation Authority (TRCA) regulated area. The TRCA was made aware of the wetland removals and we understand that a violation was issued to the applicant by the TRCA as the trees were removed without a permit. Please note that these removals occurred at an *adjacent* development to the proposed ramp extension.

To our understanding, there has been no agreed upon compensation for the wetland removals associated with the adjacent development at this point. A letter was issued to the TRCA from GeoProcess Research Associates Inc. (attached) on February 16, 2024 serving as a commitment from the applicant [redacted] Limited to provide compensation according to the TRCA Ecosystem Offsetting Guidelines for the removal of any portion of the Marsh which is not attributable to the new road construction.

With that said, we would like to acknowledge that the NEIA (Section 4.3.1) speaks to wetland compensation requirements as it pertains to this project and will be further determined during detailed design in consultation with the TRCA.

Given the above, is the TRCA able to proceed with their review of the NEIA?

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
O 647.480.1036 | **C** 416.276.3096 | amiljus@gfnet.com
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From: Harsha Gammanpila
Sent: Thursday, April 10, 2025 5:03 PM
To: Miljus, Alexia L
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine
Subject: RE: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

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Hi Alexia,

Staff reviewed the Natural Environment Impact Assessment report and provided below comments.

- It is TRCA staff understanding that the unevaluated wetland staddles both developer lands (subject to a previous OLT decision) and the ramp extension alignment. As per previous discussion with both the City of Markham and the property owner, the unevaluated wetland was agreed to be removed. The wetland removal agreement required compensation for wetland loss in accordance with TRCA's Guideline for Determining Ecosystem Compensation from both the landowner and the city.

Staff looks forward to review and provide comments once the additional information is available.

Best Regards,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

Toronto and Region Conservation Authority

From: Miljus, Alexia L <amiljus@GFNET.com>
Sent: April 10, 2025 4:42 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Ostler, Andrew <aostler@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

EXTERNAL SENDER

Hello Harsha,

As a follow-up, we are reaching out to confirm that you have no outstanding comments on the Natural Environment Impact Assessment Report.

We kindly ask that you provide any comments by the EOD tomorrow within the RCS previously provided.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
O 647.480.1036 | **C** 416.276.3096 | amiljus@gfnet.com
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From: Miljus, Alexia L
Sent: Wednesday, April 02, 2025 7:30 PM
To: Harsha Gammanpila
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

Hi Harsha,

Acknowledged. We look forward to receiving your comments next week.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
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From: Harsha Gammanpila
Sent: Wednesday, April 02, 2025 5:45 PM
To: Miljus, Alexia L
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine
Subject: RE: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

I am expecting all comments by next week.

Thank you,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

From: Miljus, Alexia L <amiljus@GFNET.com>
Sent: April 1, 2025 1:48 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Ostler, Andrew <aostler@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

EXTERNAL SENDER
Hi Harsha,

Could you please provide an estimated timeline for when we can expect to recieve comments from the TRCA? Is the end of the week possible?

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Harsha Gammanpila
Sent: Monday, March 31, 2025 7:45 PM
To: Miljus, Alexia L
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine
Subject: RE: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alexia,

Thanks for follow up, report is still under review I will get back to you as soon as I received the comments.

Thank you,

Harsha Gammanpila M.Sc., PMP
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: 437 880 2423
E: harsha.gammanpila@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

From: Miljus, Alexia L <amiljus@GFNET.com>
Sent: March 31, 2025 6:01 PM
To: Harsha Gammanpila <Harsha.Gammanpila@trca.ca>
Cc: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Ostler, Andrew <aostler@GFNET.com>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Subject: Re: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

EXTERNAL SENDER

Hi Harsha,

As a follow-up to the circulation of the Natural Environmental Impact Assessment Report on March 18, 2025, we are reaching out to confirm that you have no outstanding comments on the report. We kindly ask that you provide confirmation of no comments or share any comments by the EOD tomorrow within the RCS (excel sheet) provided.

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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From: Miljus, Alexia L
Sent: Tuesday, March 18, 2025 11:41 AM
To: harsha.gammanpila@trca.ca
Cc: Chong, Laura; Wat, Samson; Ostler, Andrew; Voytenkov, Catherine
Subject: City of Markham - Highway 404 Ramp Extension at Major Mackenzie Drive - Natural Environment Impact Assessment

Good Morning Harsha,

Gannett Fleming is pleased to share the Natural Environmental Impact Assessment Report on behalf of the City of Markham for the Highway 404 Ramp Extension at Major Mackenzie Drive. Please provide any comments by the EOD Tuesday April 1st within the RCS (excel sheet) provided.

We kindly ask that you circulate this report to any TRCA staff members that may need to review.

The report is available in the following link to download: https://gfnet.sharefile.com/d-se41aa1eef047490aab46103995201615

Thank you,

Alexia Miljus, ENV SP | Environmental Planner
Gannett Fleming TranSystems

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PROJECT KICKOFF - TRCA

Project:	City Of Markham - Highway 404 Ramp Extension at Major Mackenzie - EA Amendment	**GF Project #:**	074748
Meeting Date:	Friday, June 16, 2023	**Time:**	10:00 AM – 11:00 AM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company**	**In Attendance (Y/N)**
Alberto Lim (AL)	alim@markham.ca	City of Markham (**CM**)	Y
Samson Wat (SW)	swat@makrham.ca	**CM**	Y
Salia Kalali (SK)	skalali@markham.ca	**CM**	N
Harsha Gammanpila (HG)	harsha.gammanpila@trca.ca	Toronto and Region Conservation Authority (**TRCA**)	Y
Katharine McCarter (KM)	katharine.mccarter@trca.ca	**TRCA**	Y
Elyse Dickson (ED)	elyse.dickson@trca.ca	**TRCA**	Y
Sreelakshmi Ramanan (SR)	sreelakshmi.ramanan@trca.ca	**TRCA**	Y
Harsimrat Pruthi (HP)	harsimrat.pruthi@trca.ca	**TRCA**	N
Ali Shirazi (AS)	ali.shirazi@trca.ca	**TRCA**	N
Don Ford (DF)	don.ford@trca.ca	**TRCA**	N
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	Gannett Fleming (**GF**)	Y
David Jackson (DJ)	dajackson@gfnet.com	**GF**	Y
James Dennis (JD)	james@aboudtng.com	**Aboud**	Y
Shannon Davison (SD)	sdavison@aboudtng.com	**Aboud**	Y

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introductions**	
1.1	**City of Markham** • Alberton Lim – PM, Capital Works • Samson Wat - Transportation	**INFO**
1.2	**TRCA** • Harsha Gammanpila - Infrastructure Planning and Permits • Katharine McCarter - Ecologist • Elyse Dickson – Water Resources • Sreelakshmi Ramanan – Water Resources • Harsimrat Pruthi - Infrastructure Planning and Permits • Ali Shirazi – Project Manager • Don Ford – Hydrogeologist	**INFO**

	No geotechnical and hydrogeologist at the meeting – comments, if any, to be provided	**TRCA**
1.3	**Gannet Fleming – Prime Consultant** • Catherine Voytenkov – Project Manager • David Jackson – Drainage & SWM Lead	**INFO**
1.4.	**Aboud – Natural Environment** • Shannon Davison - Ecological Land Classification • James Dennis - Arboriculture	**INFO**
2.0	**<u>Project Overview</u>**	
2.1.	• GF has been retained by Markham to complete an addendum to the previously approved EA (Schedule 'C') for the Highway 404 northbound Off Ramp Extension at Major Mackenzie Drive East • Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street • The 2009 ESR was completed for a ramp extension road to alleviate traffic in the area • Addendum is triggered by 10-year lapse	**INFO**
2.2.	**2009 EA** • Completed by McCormick Rankin • New road connecting Major Mackenzie Drive to Markland, beginning at Hwy 404 NB offramp • Land configuration 2 NB lanes – 1 SB Lane • Extension road to overpass relocated onramp	**INFO**
2.3.	**2011 30% Design** • Deferred due to limited cost/benefit of the project • **GF noted that the focus of the addendum will be based on 2009 EA and will not consider 2011 preliminary design.**	**INFO**
2.4.	**TRCA Context** • Proposed alignment goes through regulated area (wetland and wood lot) • TRCA confirmed there is no data related to Watercourses, ESA Mapping or Ecological Land Classification.	**INFO**
3.0	**<u>2023 EA Scope of Work</u>**	
3.1.	**2023 EA Addendum** • EA has not been implemented in 10 years and needs refreshing • New/update studies - *Geotech & Excess Soils* - *Noise & air quality* - *Topographic survey* - *Drainage* - *Natural environment* • The intent is to conduct sufficient preliminary investigation during the EA Addendum phase to inform the Terms of Reference for the Detailed Design phase.	**INFO**

	• **Per communication with MECP, when an Addendum to an ESR is issued, only the proposed changes to the recommended undertaking are open for review.**	
3.2.	**Natural Environment Discussion** • Aboud submitted a Terms of Reference to TRCA and the City Planning in April 2023. • Scope of Work will be limited to the area of impact (i.e., the ramp extension and associated impacts). • Tree inventory and preservation plan will be done for the proposed road extension. • TRCA confirmed that they no longer have peripheral over fisheries timing window.	**INFO**
3.3.	**Drainage and SWM Discussion** • There are 3 sub-watersheds with in the Berczy Creek Watershed Release Rates govern. However, since this project will not discharge to a regulated area, we can follow York region or City of Markham's requirements for Quantity Controls for the system • Rouge River Watershed updates – 15mm of impervious hectares retained on site • Erosion control 5mm – retained on site • Quality control – 80% TSS Removal	**INFO**
4.0	**Other Discussion**	
4.1.	• Confirmed that this project scope does not include widening of Markland Street • Confirmed that the 2009 ESR preferred alignment will not change, as it had previously been approved by all stakeholders. • Confirmed the drainage/SWM scope will include both the road extension and the re-aligned on-ramp	**INFO**
5.0	**Next Step**	
5.1.	Aboud to set up site visit with TRCA once PTEs obtained.	**GF/ABOUD**
5.2.	**Kind request to TRCA to provide feedback on the following by June 30th.** • review gap analysis document and provide feedback • input on requirements and needs for the EA Addendum	**TRCA**

Attachment #1 – City of Markham EA Amendment – Hwy 404 NB Ramp Ext. - TRCA Kickoff Meeting.pdf

Attachment #2 – Gap Analysis - Documenting a review of relevant regulatory changes and design standards updates since 2009.

Attachment #3A – Proposed Road Extension at Hwy 404 NB Exit Ramp and Major Mackenzie Drive MCEA

Attachment #3B – Proposed Road Extension at Hwy 404 NB Exit Ramp and Major Mackenzie Drive MCEA Appendices

Attachment #4 – MECP EA Addendum Correspondence

End of Document

CITY OF MARKHAM – HIGHWAY 404 S-EW OFFRAMP EXTENSION – EA ADDENDUM

Presented by:
Catherine Voytenkov

June 2023

Highway 404 NB Off Ramp Extension – EA Addendum
Agenda

1. Introduction
2. Project Overview
    1. Previous Work
    2. TRCA Context
3. 2023 EA Scope of Work
    1. Natural Environment
    2. Drainage & SWM
4. Key Preliminary Design Approach Discussion
5. Schedule and Next Steps

GANNETT FLEMING

Introduction

- GF has been retained by Markham to complete **an addendum to the previously approved EA** for the Highway 404 North Bound Off Ramp Extension at Major Mackenzie Drive East
- Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street
- The 2009 EA was completed for a ramp extension road to alleviate traffic in the area
- Addendum is triggered by 10-year lapse



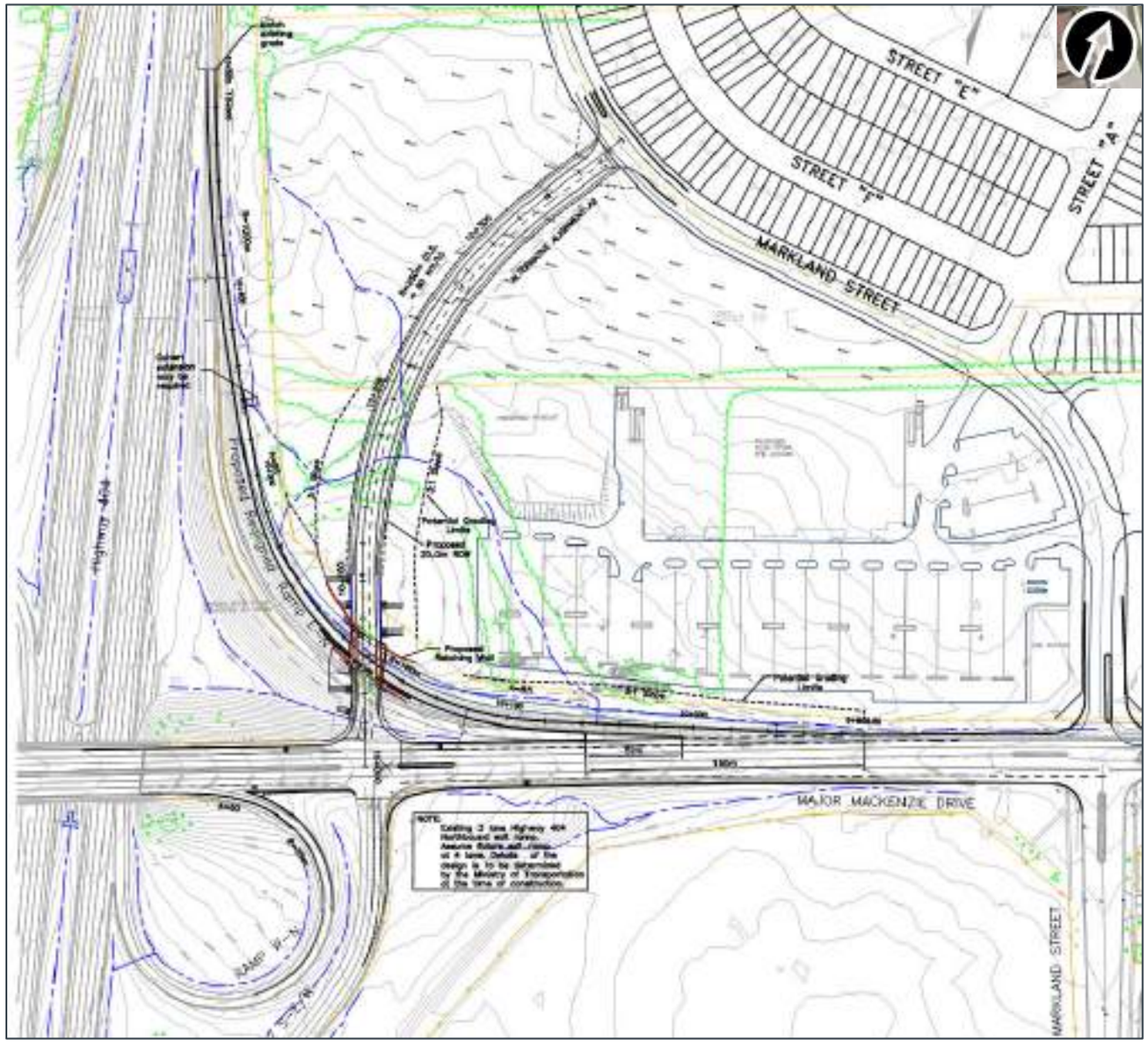
GANNETT FLEMING

Project Overview – Previous Work

- 2009 EA
  - Completed by McCormick Rankin
  - New road connecting Major Mackenzie Drive to Markland St. starting at Hwy 404 NB offramp
  - Lane configuration 2 NB lanes – 1 SB Lane
  - Extension road to overpass relocated on-ramp

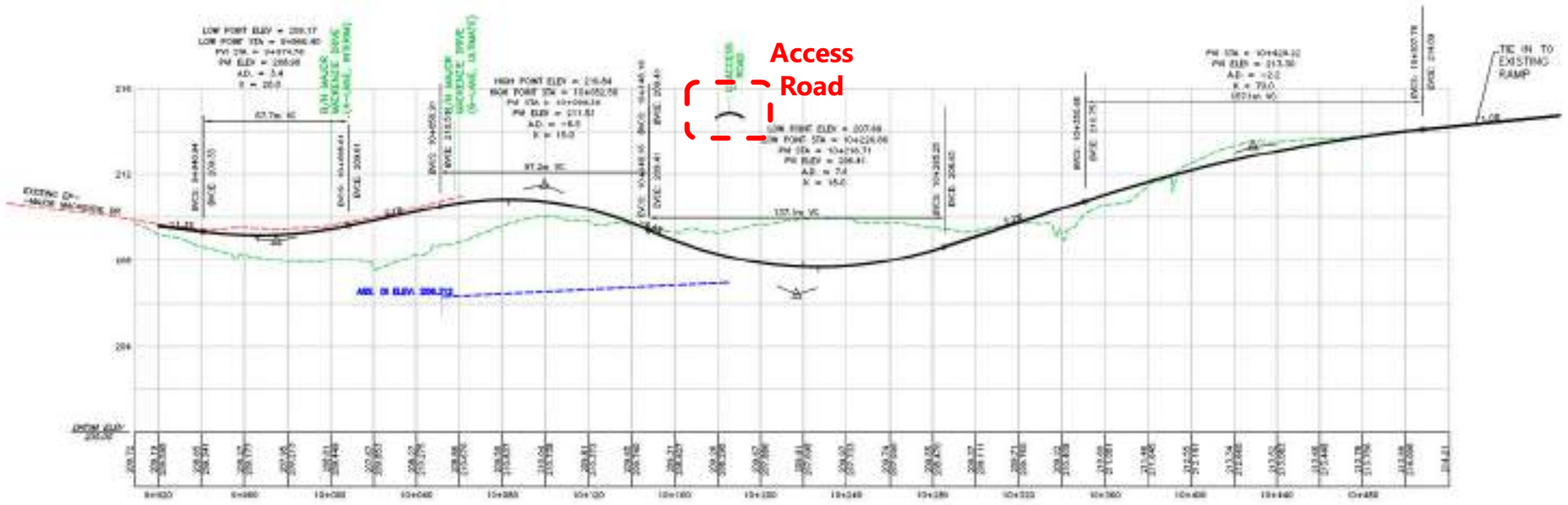
- 2011 30% Design
  - Deferred due to limited costs/benefits of the project

- The 2023 EA Addendum will continue following the Schedule 'C' process in the MCEA Guidelines (2023), based on the 2009 ESR and not 2011 Preliminary Design

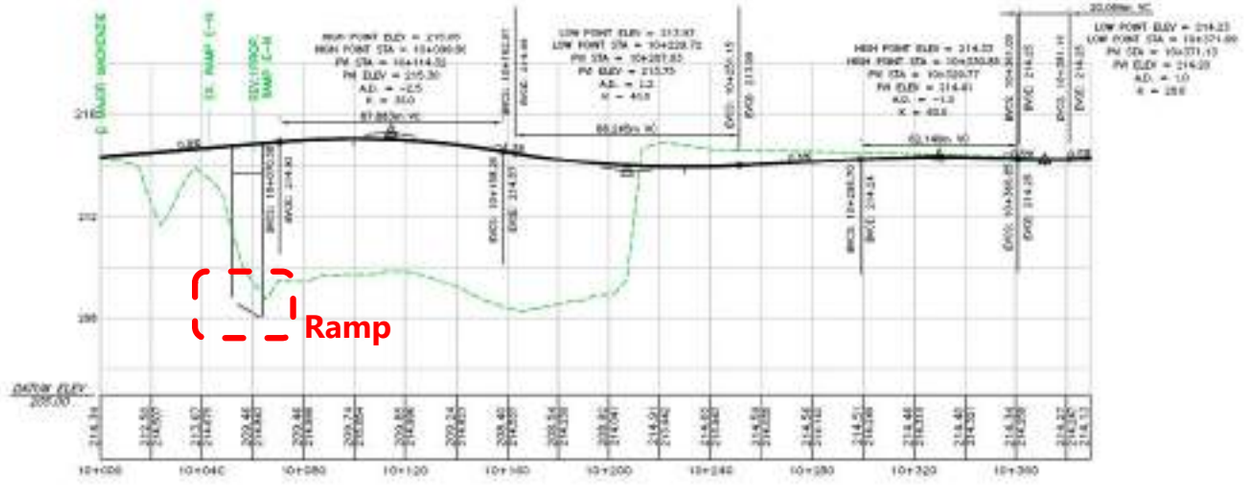


2009 EA Preliminary Preferred Alignment

GANNETT FLEMING



PROFILE – PROPOSED E-N RAMP



PROFILE – ACCESS ROAD PREFERRED ALTERNATIVE ALIGNMENT

GANNETT FLEMING

Project Overview - TRCA Context



- The existing Highway 404 NB ramp area is listed as an unevaluated wetland.
- Proposed alignment goes through regulated area (wetland and wood lot)
- TRCA confirmed there is no data related to Watercourses, ESA Mapping or Ecological Land Classification.

GANNETT FLEMING

Project Overview - TRCA Context

- TRCA Consultation for the 2009 EA
  - Reach of Applewood Creek has little likelihood of supporting fish/fish habitat. This drainage feature is not considered a watercourse and is not within TRCA regulated areas.

Selecting the Preferred Alternative

TRCA staff requires that the preferred alternative meets the following criteria:

Criteria 1: prevents the risk associated with flooding, erosion or slope instability;
Criteria 2: protects and rehabilitates existing landforms, features and functions;
Criteria 3: provides for aquatic, terrestrial, human access;
Criteria 4: minimizes water/energy consumption and pollution; and,

TRCA to confirm no fisheries timing window associated with this project.

GANNETT FLEMING

2023 EA Addendum Scope of Work

- EA has not been implemented in 10 years and needs refreshing

- New/update studies
  - Geotech & Excess Soils
  - Noise & Air quality
  - Topographic survey
  - Drainage and Stormwater Management (SWM) Review
  - Natural Environment Assessment

- The intent is to conduct sufficient preliminary investigation during the EA Addendum phase to inform the Terms of Reference for the Detailed Design phase

- Per communication with MECP, to satisfy the requirements of the EA Amendments, City needs to provide updates on Noise, Air Quality and SWM only.
- When an Addendum to an ESR is issued, only the proposed changes to the recommended undertaking are open for review.

Seeking TRCA input on requirements and needs for the EA Addendum.

GANNETT FLEMING

2023 EA Addendum Scope of Work - Natural Environment

- Complete MECP RFI & determine if there are any Species at Risk
- 1 site visit to coordinate with TRCA (pending PTE)
- Updating the Ecological Land Classification (ELC) units for the 2009 Class EA.
- Supplement the Environmental Impact Statement (EIS) completed for the following parcel



- Prepares a Natural Environment Impact Assessment (NEIA) report

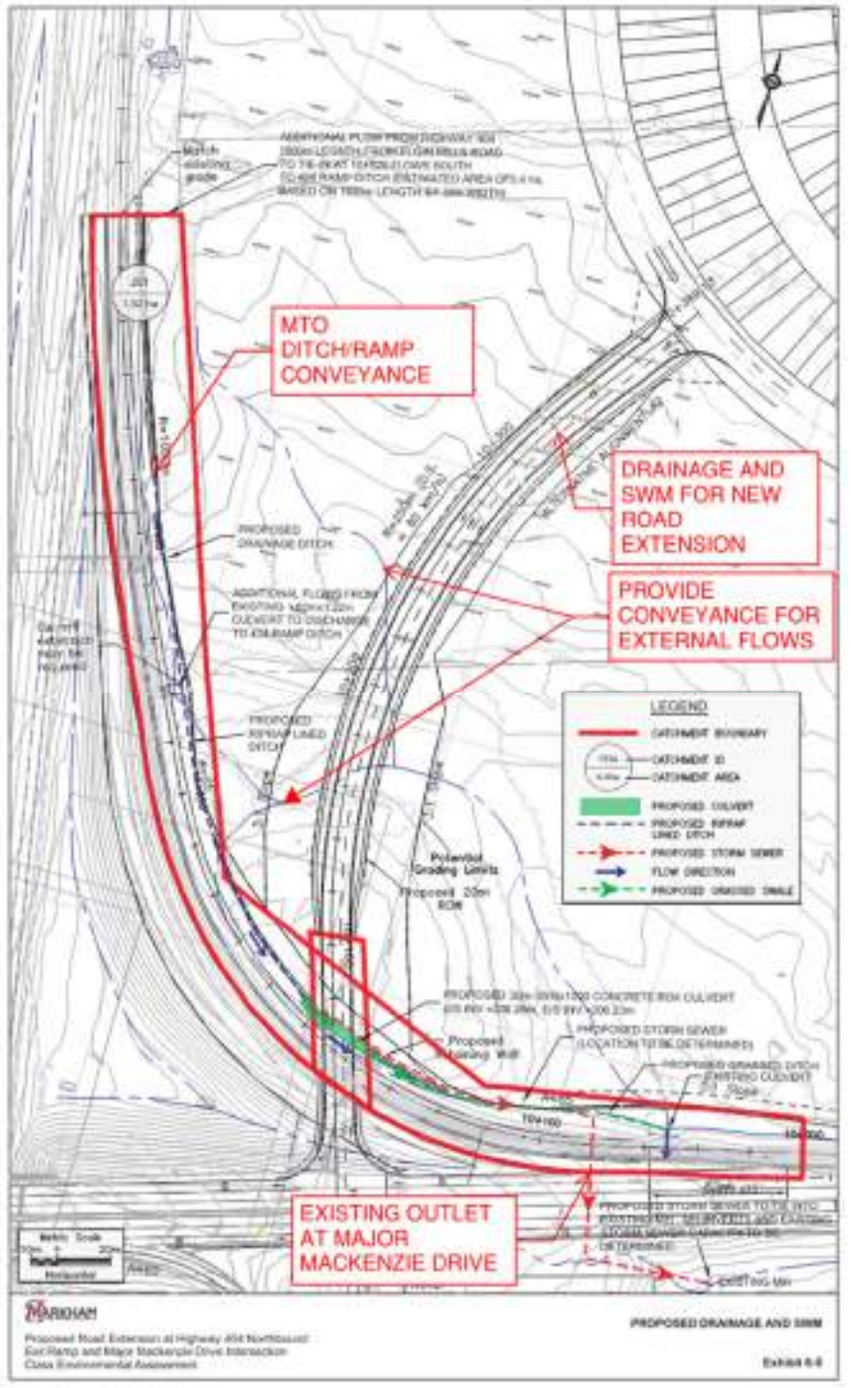
Seeking TRCA input on requirements and needs for the EA Addendum.

GANNETT FLEMING

2023 EA Addendum Scope of Work- Drainage and SWM

- Drainage and SWM criteria in accordance with City of Markham, MTO, and TRCA.
- Study area is within the Rouge River Watershed.
- Drainage conveyance requirement for MTO highway ditch/ramp drainage, new road extension, and Major Mackenzie Drive intersection works.
- Existing outlet to the south side ditch along Major Mackenzie Drive.

Seeking TRCA input on requirements and needs the EA Addendum.



GANNETT FLEMING

Key Preliminary Design Approach Discussion

- Roadway
  - Re-validation of roadway design
  - ROW delineation
- Bridge
  - Bridge foundation design
  - Bridge span
  - Box culvert
- Drainage and SWM
  - Update study to consider MTO ROW and extension drainage
- Constructability/Staging
  - Re-validation of staging design

Seeking TRCA input on the Gap Analysis Document to identify needs and requirements.

GANNETT FLEMING

Project Schedule and Next Steps

- Site Visit with Natural Environment Team – Late June/Early July, pending PTE
- Field investigation – Summer/Fall 2023
- Base map compilation – Summer/Fall 2023
- Evaluate and validate 2009 Preferred Design Option – Alignment and Profile – Fall 2023/Winter 2024
- Preliminary Design and Design Brief – Fall 2023/Winter 2024
- ESR Addendum – Winter 2024

GANNETT FLEMING

GANNETT FLEMING

THANK YOU!

York Region

GANNETT FLEMING

From: Miljus, Alexia L
Sent: Thursday, August 14, 2025 11:39 AM
To: Asif.mirza@york.ca; vi.bui@york.ca; Tia.hong@york.ca; Steve.mota@york.ca
Cc: Voytenkov, Catherine; Leung, Andrea; Chong, Laura; Wat, Samson
Subject: Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive and Draft ESR Addendum
Attachments: Markham_Hwy 404 Ramp Extension at Major Mackenzie Dr_ERS Addendum_RCS.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning,

I hope this finds you well.

As you may be aware, in 2009, the City of Markham completed a Class Environmental Assessment (EA) for the Highway 404 Ramp Extension at Major Mackenzie Drive Project in accordance with Schedule C of the *Municipal Class Environmental Assessment* (*MCEA*) process.

To recap, the purpose of the project was to identify solutions to address increased growth and travel demands in the Cathedral District. The road extension from the Highway 404 northbound off-ramp and Major Mackenzie Drive intersection was identified as the recommended solution for the following reasons:

- Provides an opportunity for direct access to the development in the Business Corridor of the Cathedral District Community from Highway 404;
- Provides an opportunity to improve traffic operations at the Highway 404 ramp terminal and intersections along Major Mackenzie Drive; and,
- Provides an additional gateway to the Cathedral District Community from the Highway 404 northbound off-ramp to help relieve traffic congestion particularly at the Major Mackenzie Drive/Markland Street intersection.

As of today, there has been a lapse of more than ten (10) years since the original Environmental Study Report (ESR) has been completed, and the environmental setting and transportation needs have changed. The City of Markham plans to realign the existing Highway 404 E-N ramp, construct a bridge over the realigned ramp and introduce retaining wall(s) to support the road embankment from encroaching onto nearby existing and proposed developments.

Due to the above, the City of Markham is recommencing the *MCEA* (*amended 2024*) and the proposed Highway 404 ramp extension at Major Mackenzie Drive is subject to an ESR Addendum to update the environmental effects and mitigation measures to address environmental impacts. The Addendum also provides a summary of changes to the existing environmental conditions within the Study Area and identifies any changes to conditions that have occurred since the original 2009 ESR was completed.

As part of the ESR Addendum, the City of Markham is seeking your comments on the Draft Environmental Study Report (ESR). Attached you will find a comment sheet where you may provide your feedback (refer to Columns B – E).

The Draft ESR Addendum is available for download here: GFT ShareFile. Please contact us with any concerns or issues with accessing the link provided.

We are requesting your comments on the Draft ESR Addendum by **August 28, 2025.**

If you have any questions, please don't hesitate to contact us.

Regards,

Alexia Miljus, ENV SP
Environmental Planner

1 Adelaide Street East, Suite 2320, Toronto, ON M5C 2V9
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C: 416-276-3096
gftinc.com | Stay connected: *LinkedIn* | *Instagram* | *Facebook*



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TRAFFIC TOR MEETING WITH YORK REGION

Project:	City Of Markham - Highway 404 Ramp Extension at Major Mackenzie - EA Amendment	**GF Project #:**	074748
Meeting Date:	Tuesday, August 15, 2023	**Time:**	02:30 PM – 03:30 PM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company**	**In Attendance (Y/N)**
Vi Bui (VB)	Vi.Bui@york.ca	York Region (**YR**)	Y
Mehrak Hakimi (MH)	Mehrak.Hakimi@york.ca	YR	Y
Tia Hong (TH)	Tia.Hong@york.ca	YR	Y
David Schleihauf (DS)	david.schleihauf@york.ca	YR	Y
Ryan Wong (RW)	ryan.wong@york.ca	YR	Y
Alberto Lim (AL)	alim@markham.ca	City of Markham (**CM**)	Y
Samson Wat (SW)	swat@makrham.ca	CM	Y
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	Gannett Fleming (**GF**)	Y
Jigar Patel (JP)	jpatel@gfnet.com	GF	Y

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introductions**	
1.1	**City of Markham** • Alberton Lim – PM, Capital Works • Samson Wat – Manager, Transportation Policy and Strategy	**INFO**
1.2	**York Region** • Vi Bui – Manager of Transportation • Mehrak Hakimi – Transportation Engineer • Tia Hong – Transportation Engineer • David Schleihauf - Transportation Engineer • Ryan Wong – Senior Transportation Specialist	**INFO**
1.3	**Gannet Fleming – Prime Consultant** • Catherine Voytenkov – Project Manager • Jigar Patel – Traffic Lead	**INFO**
2.0	**Project Overview**	
2.1.	• GF has been retained by Markham to complete an addendum to the previously approved EA (Schedule 'C') for the Highway 404 northbound Off Ramp Extension at Major Mackenzie Drive East	**INFO**

Item No.	Meeting Notes	Action Lead /Due Date
	• Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street • The 2009 ESR was completed for a ramp extension road to alleviate traffic in the area. • Addendum is triggered by 10-year lapse	
2.2.	**2009 EA** • Completed by McCormick Rankin • New road connecting Major Mackenzie Drive to Markland, beginning at Hwy 404 NB offramp. • Land configuration 2 NB lanes – 1 SB Lane • Extension road to overpass relocated onramp	**INFO**
2.3.	**2011 30% Design** • Deferred due to limited cost/benefit of the project. • **GF noted that the focus of the addendum will be based on 2009 EA and will not consider 2011 preliminary design.**	**INFO**
3.0	**Background Traffic Information**	
3.1.	Previous EA traffic study: • 2005 traffic counts were used as basis. 2014 horizon year TIS for West Cathedral Community was used and projected for another 7 years using 3% per annum. • Only AM peak was used for analysis. • Two scenarios were studied, with Scenario 1 as recommended.	**INFO**
3.2.	Observations from previous EA traffic study: • 2018 traffic counts at the Markland intersection for SB direction are higher than 2021 projections in the previous EA traffic study. • SB right turn only is allowed at the proposed signal connection, potentially saving an additional phase at the intersection. However, the possibility of providing SB left turn was not checked/documented.	**INFO**
3.3.	• **GF** is preparing Terms of Reference in consultation with York Region and MTO, intending to conduct this study update with a focused scope, aiming to reaffirm the need and justification for this project.	**INFO**
4.0	**Study Area**	
4.1.	• Study area to be kept same as previous EA. • 5 signalized intersections along Major Mackenzie Drive. Two signals at Highway 404 ramps, Markland St. Nichols Blvd and Woodbine Avenue. • **YR** agreed to the study area extent.	**INFO**
5.0	**Traffic Counts**	
5.1.	• Previous EA traffic study was based on 2005 traffic counts. GF inquired whether any recent traffic counts were available. YR advised to reach out to traffic.data@york.ca for traffic counts and existing signal timing details.	**GF**

Item No.	Meeting Notes	Action Lead /Due Date
6.0	**Traffic Forecasting and Operational Analysis**	
6.1.	• 2041 to be horizon year for forecasting purpose. Forecasting to be carried out either by growth factors or outputs from latest ABM models of **YR**. Synchro software will be used for the purpose of existing and horizon year traffic analysis. • **YR** advised to reach out to Kevin.Ye@york.ca for ABM request with specific details, extent and purpose. • **YR** also advised to check Dynamic Traffic Analysis (new model in addition to the EMME model) which is likely to be ready by end of the year.	**GF**
7.0	**Deliverables & Schedule**	
7.1.	• Two (2) deliverables with a tentative schedule of 17 weeks, including traffic counts and review time: 1) Traffic Study Update Terms of Reference (TOR) 2) Traffic Study Update Report	**INFO**
8.0	**Other Road Improvements**	
8.1.	• **CM** inquired about any road improvement projects in the study vicinity that study team should be aware since we are looking at 2041 horizon year. • **YR** responded Major Mackenzie Drive to be considered as 6 lanes with BRT between Leslie and Woodbine that will be built by 2038. No changes to Woodbine Ave. • **YR** also advised to check for Future Urban Areas requests in Markham. It is a minor study. However, it is worth to check for any relevant improvements.	**CM**
9.0	**Turnaround time**	
9.1.	• **CM** inquired about turnaround time for review / approval of submitted deliverables. **YR** estimated turnaround time of 2 weeks for TOR and 3 weeks for the actual study. • **YR** requested **CM** to submit deliverables officially via Planning Department as IPD file as per proper channel of submittal instead of emails.	**INFO**

Attachment #1 – City of Markham EA Amendment – Hwy 404 NB Ramp Extension - Traffic Study TOR_YR Meeting.pdf

End of Document

CITY OF MARKHAM – HIGHWAY 404 S-EW OFFRAMP EXTENSION EA ADDENDUM - TRAFFIC STUDY UPDATE TERMS OF REFERENCE

Presented by:
Catherine Voytenkov & Jigar Patel

August 2023

Agenda

1. Introduction
2. Project Overview
3. Background Traffic Information
4. Traffic Study Terms of Reference
    1. Study Area Intersections
    2. Traffic Counts
    3. Traffic Forecasting Method
    4. Operational Analysis
    5. Deliverables
5. Next Steps

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Introduction

- GF has been retained by Markham to complete **an addendum to the previously approved EA** for the Highway 404 North Bound Off Ramp Extension at Major Mackenzie Drive East
- Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street
- The 2009 EA was completed for a ramp extension road to alleviate traffic in the area
- Addendum is triggered by 10-year lapse



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Project Overview – Previous Work

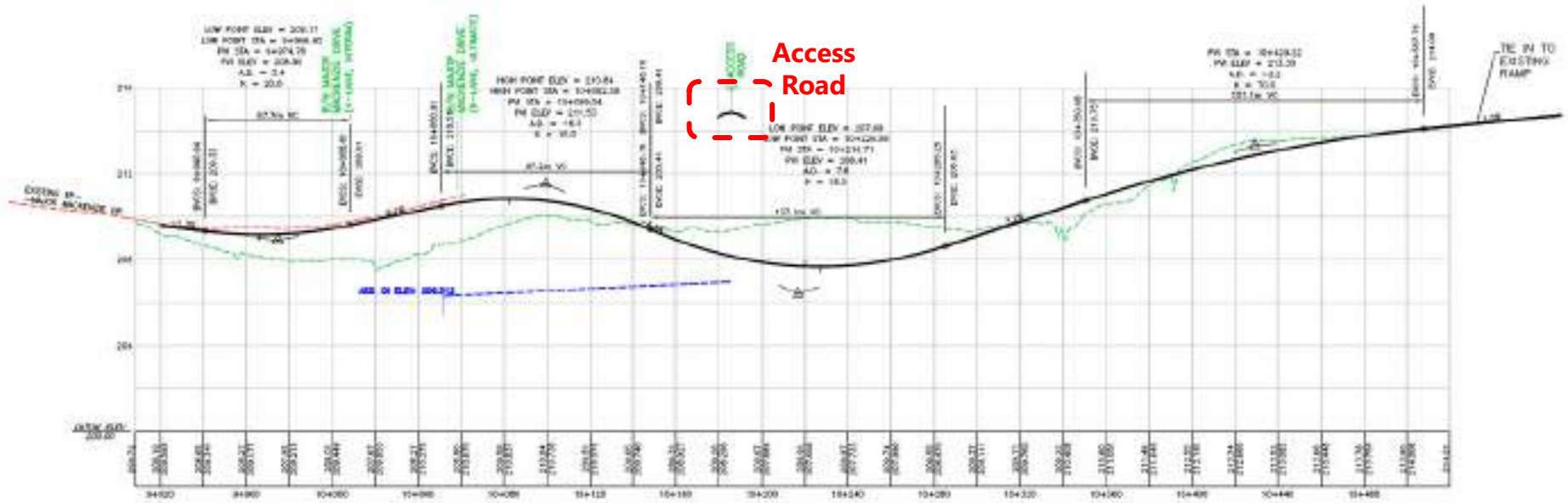
- 2009 EA
  - Completed by McCormick Rankin
  - New road connecting Major Mackenzie Drive to Markland beginning at Hwy 404 NB offramp
  - Land configuration 2 NB lanes – 1 SB Lane
  - Extension road to overpass relocated onramp

- 2011 30% Design
  - Deferred to limited costs/benefits of the projects

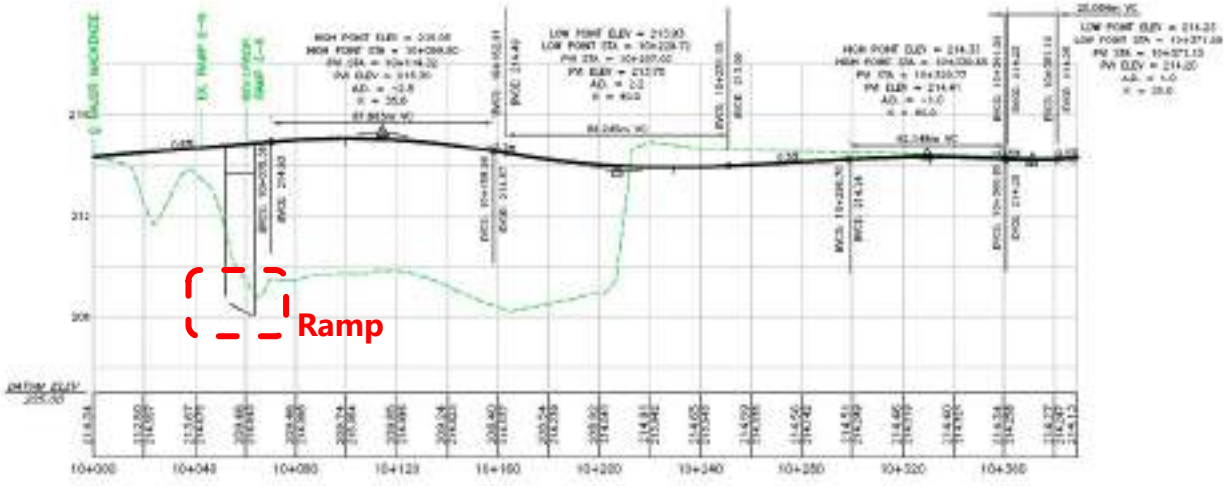
- The 2023 EA Addendum will continue following the Schedule 'C' process in the MCEA Guidelines (2023), based on the 2009 EA and not 2011 Preliminary Design



2009 EA Preliminary Preferred Alignment



PROFILE – PROPOSED E-N RAMP



PROFILE – ACCESS ROAD PREFERRED ALTERNATIVE ALIGNMENT

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Background Traffic Information

Previous EA Traffic Study

- 2005 traffic counts were used to carryout existing intersection analysis. 2 out of 5 intersections were failing in existing condition (i.e. 2005).
- Future intersection analysis was based on 2014 horizon year traffic volumes from Traffic Impact Study for the West Cathedral Community. 2014 Horizon year traffic volumes were projected for another 7 years (to reflect 2021 traffic) by applying 3% annual growth rate as per Master Servicing Plan (2004).
- Major Mackenzie Drive was considered 6 lanes in 2021 instead of 4 lanes in 2005 and Woodbine Avenue was considered 4 lanes in 2021 instead of 2 lanes in 2005.
- Traffic analysis was only carried out for AM peak and it was stated that if the need for proposed ramp extension would be justified for AM peak, it would automatically be justified in PM peak as PM peak has typically higher volumes.
- Two scenarios were studied and Scenario 1 was recommended.
  - Scenario 1: **With** road extension from Highway 404 northbound exit ramp, **With** Markland Street extension, **No** Nichols Boulevard extension
  - Scenario 2: **No** road extension from Highway 404 northbound exit ramp, **With** Markland Street extension, **With** Nichols Boulevard extension

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Background Traffic Information – Cont'd

Observation from previous EA Traffic Study:

- 2018 traffic counts at Markland intersection for SB direction is higher than 2021 projections. This might have impact on traffic volumes at the proposed connection.
- SB right turn only is allowed at the proposed connection at the signal. This might be to save an additional phase at the intersection. However, possibility of providing SB left turn was not checked / documented.
- Key land use assumptions in this area remain unchanged from previous EA.

Need for a Traffic Study Update has been identified for due diligence.

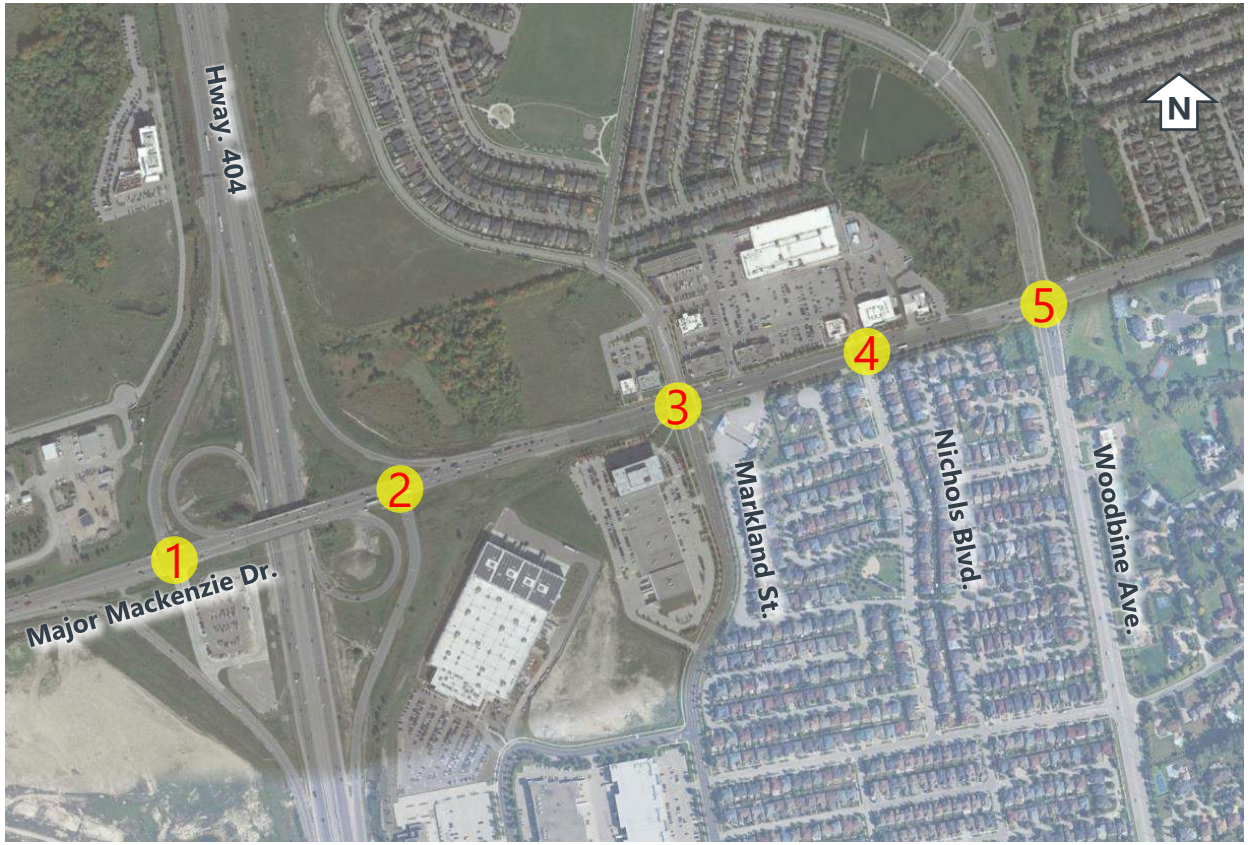
- Terms of Reference to be developed in consultation with York Region and MTO
- Important to note that this update was not part of the original project scope, as it was not a study suggested by the MECP to be included in the EA Addendum. Therefore, our intent is to conduct this study update with a focused scope, aiming to reaffirm the need and justification for this project.

Seeking YR's input on requirements and needs for the Traffic Study Update ToR.

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Study Area Intersections

1. SB Ramp from Hwy 404 with Major Mackenzie Dr.
2. NB Ramp from Hwy 404 with Major Mackenzie Dr.
3. Markland St. with Major Mackenzie Dr.
4. Nichols Boulevard with Major Mackenzie Dr.
5. Woodbine Ave. with Major Mackenzie Dr.

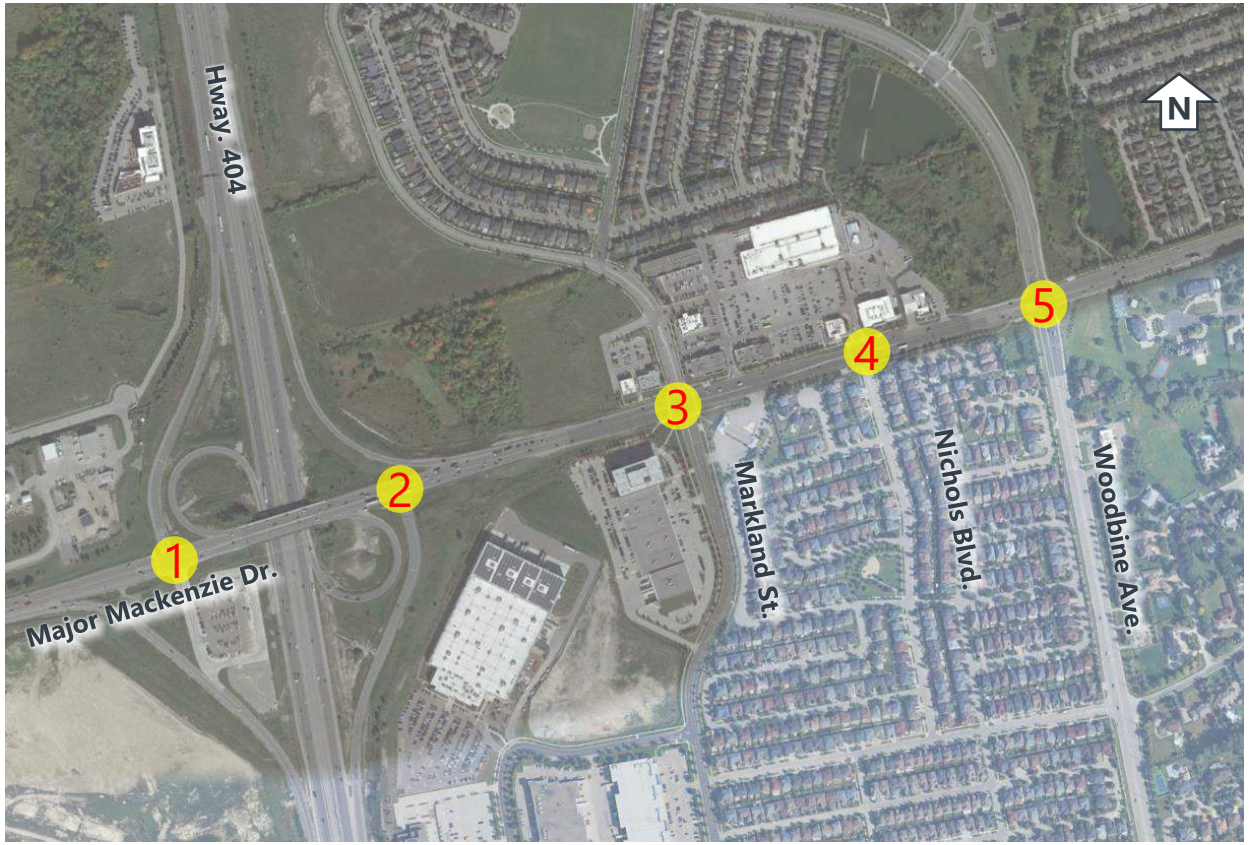


Please confirm any planned road improvement in the study area

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Traffic Counts

Intersection	EA Traffic Count Year	Latest Available Traffic Count Year
1	2005	2005
2	2005	2005
3	2005	2018
4	2005	2005
5	2005	2018



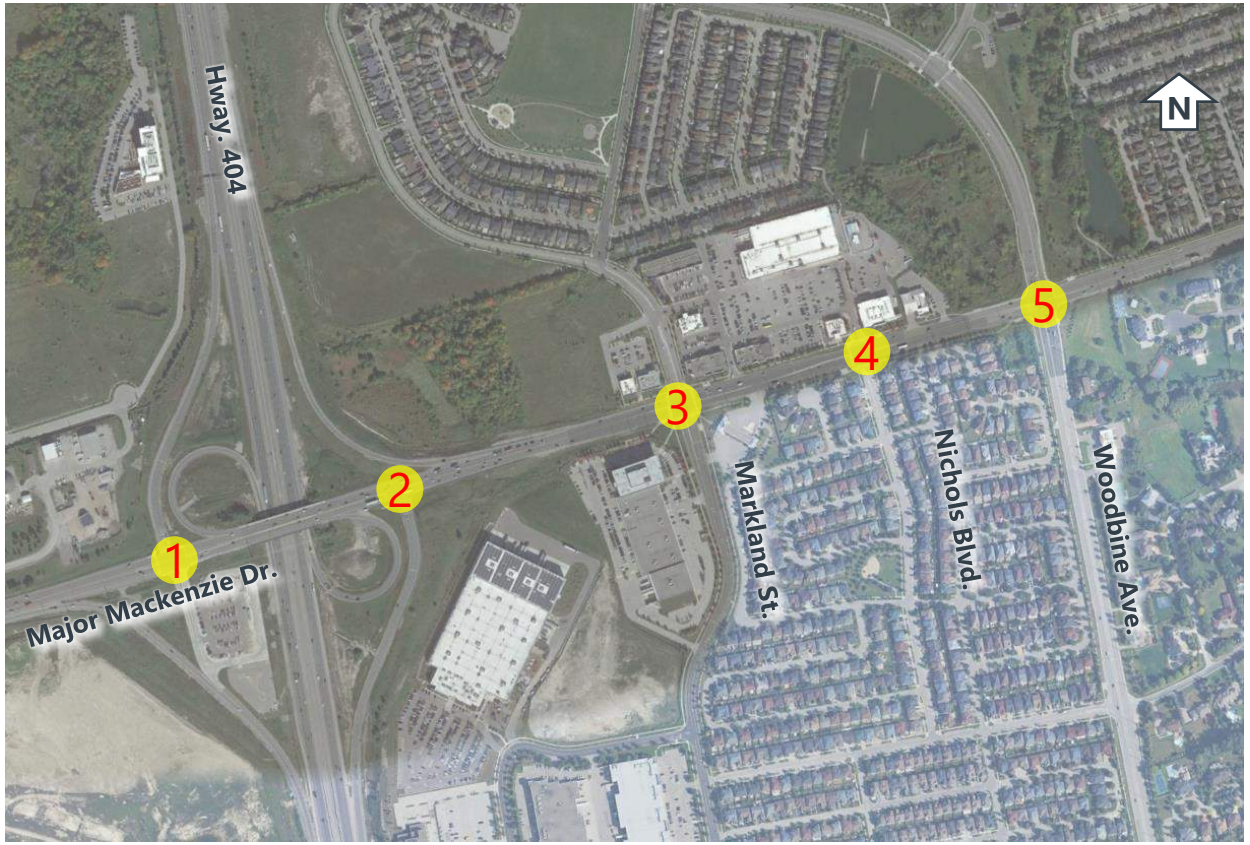
- Requires latest traffic counts in September 2023
- We will request traffic signal timing sheets from the city for use in existing condition analysis

Traffic counts available from any other years?

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Traffic Forecasting

- Traffic forecasting will be carried out for Year 2041
- Forecasting can be undertaken using following sources:
  - Growth factors considered in previous EA or derived based on latest traffic counts
  - Output from latest ABM model from YR
- Horizon year traffic volumes with / without proposed connection
- The approach will be agreed as part of Methodology Memo.



- **Acknowledging that the midblock crossing north of Major Mackenzie Drive is currently not scheduled in YR's 10-year construction program. Could the Region provide traffic analysis completed as part of the midblock?**
- **Identify/confirm whether any planned road improvement need to be considered in this study**

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Operational Analysis

1. Operational analysis at 5 study intersections will be carried out for with and without proposed connection.
2. Mitigations / Mitigation strategy will be recommended for approval of the client / stakeholders.
3. Findings will be summarized in a traffic study report.



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Deliverables

1. Traffic Study Update Terms of Reference (Study Methodology Memo)
2. Traffic Study Update Report

Activity	Schedule (Weeks)																
	1	2	3	4	5	6				10	11	12	13	14	15	16	1
Preparation of ToR presentations																	
Meeting with York Region & incorporating comments																	
Meeting with MTO & incorporating comments																	
Preparation of Methodology Memo																	
MTO review time																	
Data collection, Traffic Counts & Existing Condition Analysis																	
Horizon year traffic forecasting, horizon year traffic analysis and suggest mitigations, if required.																	
Report preparation Prepare an addendum to previously approved EA documenting the new study findings.																	
MTO review time																	

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Next Steps

- Methodology Memo for City, YR & MTO approval / acceptance
- Schedule traffic counts and data request
- Operational Analysis of existing and horizon year using Synchro
- Mitigations / strategy if required
- Traffic Study Report for City, YR & MTO approval / acceptance

Appreciate your feedback on the Traffic Study Update ToR within 2 weeks from submission of Methodology Memo

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THANK YOU!

Technical Agency Committee

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TAC MEETING #1

Project:	City Of Markham - Highway 404 Ramp Extension at Major Mackenzie - EA Amendment	**GF Project #:**	074748
Meeting Date:	Tuesday, November 5	**Time:**	9:30 AM – 10:30 AM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company/ Department**	**Attendance (Y/N)**
Laura Chong	lchong@markham.ca	City of Markham (**CM**) – PM, Transportation Policy and Strategy	Y
Samson Wat	swat@markham.ca	**CM** – Manager, Transportation Policy and Strategy	Y
Henry Lo	henrylo@markham	**CM** - Transportation Planning	Y
Alberto Lim	alim@markham.ca	**CM** – PM, Capital Work	Y
Tony Chiu	tchiu@markham.ca	**CM** – Engineer, Transportation Engineering	Y
Rick Cefaratti	rcefaratti@markham.ca	**CM** - Sr Planner and Acting Manager, West District Planning & Urban Design	Y
Steve Gonzalez	Sgonzalez@markham.ca	**CM** – Sr Project Coordinator, Environmental Services	Y
Mark Head	mhead@markham.ca	**CM** – Manager, Natural Heritage, Planning and Urban Design	Y
Marina Riad	mriad@markham.ca	**CM** – Manager, Infrastructure and Capital Project	Y
Michael Larbi	mlarbi@markham.ca	**CM** - Engineer Technologist, Planning and Development Applications	Y
Shumin Gao	sgao@markham.ca	**CM** – Manager, System Engineering	Y
Cynthia Chiu Chen	cchiuchen@markham.ca	**CM** – Coordinator, Streetscape, Planning and Urban Design	Y
Steven Dollmaier	sdollmaier@markham.ca	**CM** – Sr Manager, Environmental Services	Y
Abdullah Hossain	ahossain2@markham.ca	**CM** – Engineer, Engineering Department	Y
Loy Cheah	lcheah@markham.ca	**CM** – Sr Manager, Transportation Engineering	Y
Becca Spence	bspence@markham.ca	**CM** – Planner, Natural Heritage, Planning and Urban Design	Y
David Porretta	dporrta@markham.ca	**CM** – Traffic Engineering	N
Alex Lee	alee@markham.ca	**CM** – Development Engineering	N
Hossein Sharif	hsharif@markham.ca	**CM** – Development Engineering	N
David Plant	Dplant@markham.ca	**CM** - Parks, Horticulture and Forestry	N
Lawrence Yip	lyip@markham.ca	**CM** - Planning and Urban Design	N
Abbie Kar	akar@markham.ca	**CM** - Planning and Urban Design	N
Ivy Poon	lpoon@markham.ca	**CM** - Environmental Services	N
Eric Schwab	Eric.schwab@ontario.ca	Ontario Ministry of Transportation **(MTO)** – Geotech/Pavement	Y

Invitees			
Name	**Email**	**Organization/Company/ Department**	**Attendance (Y/N)**
William Francolini	william.francolini@ontario.ca	**MTO** – Head of Corridor Management	Y
Ehab Armanious	ehab.armanious@ontario.ca	**MTO** – Lead Operations Engineer	Y
Arieh Kolet	arieh.kolet@ontario.ca	**MTO** – Sr PM, Corridor Management	Y
Jerome Simpson	Jerome.simpson@ontario.ca	**MTO** – Traffic Engineer	Y
David Schleihauf	David.schleihauf@york.ca	York Region (**YR**) - Transportation Development Planning	Y
Asif Mirza	Asif.mirza@york.ca	**YR** - Transportation Engineering	Y
Vi Bui	vi.bui@york.ca	**YR** - Program Manager, Transportation Planning	Y
Tia Hong	Tia.hong@york.ca	**YR** - Transportation Development Planning	N
Steve Mota	Steve.mota@york.ca	**YR** - Program Manager, Transportation Engineering	N
Hamedeh Razavi	Hamedeh Razavi@trca.ca	Toronto and Region Conservation Authority (**TRCA**) - Sr Planner, Development Planning and Permit	Y
Harsha Gammanpila	Harsha.Gammanpila@trca.ca	**TRCA** - Infrastructure Planning and Permits	Y
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	Gannett Fleming (**GF**) - PM	Y
Andrew Ostler	aostler@gfnet.com	**GF** – Roadway	Y
Teodor Karamelo	tkaramelo@gfnet.com	**GF** – MTO Specialist	Y
Alexia Miljus	amiljus@gfnet.com	**GF** – Environmental Planner	Y
Andrew Ward	award@gfnet.com	**GF** – Structural	Y
David Jackson	dajackson@gfnet.com	**GF** – SWM	Y
Gale Ho	gho@gfnet.com	**GF** – SWM	Y

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introductions**	
1.1	Given that most of the participants have been involved in previous meetings for this project, we kindly asked everyone to provide their information in the Teams chat and is summarized in the Invitees' table above.	**INFO**
2.0	**Project Overview**	
2.1.	• CV provided an overview of the project history, including the 2009 ESR, addendum triggered by 10-yr lapse, and the current EA Addendum Scope of Work – refer to presentation slide deck. • The intent of our current study is to validate the recommended preferred design option including horizontal and vertical alignments based on the current guidelines and standards.	**INFO**
3.0	**Preliminary Design – Extension Road**	
3.1.	GF provided an overview of the design noting that the purpose of this meeting is to garner buy-in on the horizontal and vertical alignments for	**INFO**

	both the Extension Road and the On-ramp Realignment. It was noted that the intersections layout will need to be further refined. **All TAC members to provide comments, if any, by end of business on November 13th, 2024, at the latest.** Input to be focused on 1) technical elements for the Preliminary Design and 2) future considerations for Detailed Design. • Proposed design updated from the 2009 EA preliminary design to conform to current TAC/MTO standards and CM guidelines. • Extension road Proposed design speed is 50 kph with a posted speed of 40 kph. • Cross section includes two 3.5m lanes with bidirectional cycle track and sidewalk on the east boulevard within a 20m ROW. • Extension road alignment has slight shift from previous EA in order to provide spacing within boulevard while keeping property limits on eastern limits.	**TAC members/ Nov 13**
3.2.	• Intersection at Major Mackenzie Drive (MMD): - *404 Offramp (NB only) - 3 lanes (Left Only + Left Through Right + Right Only)* - *WB - 3 lanes per (2 Through + Through Right) ** - *EB - 3 lanes (2 Through + Through Left) ** - *Extension Road – 1 NB Through + 1 SB Right Turn Only* ** Per previous coordination with YR, EA Addendum is to show tie-in considerations for future MMD widening to 6 lanes.* • City and Region noted that MMD to be future Bus Rapid Transit corridor and configuration needs to be reflected as such. • Region advised to mimic the cross section on Highway ***Post Meeting Note:*** Since the Region has not conducted an EA for the widening of MMD for rapid transit and cycle tracks, EA Addendum to include an explanation that the preliminary drawings are showing the widened road for illustrative purposes only. Additionally, EA Addendum to note that the proposed bi-directional cycle track on the extension road is not intended to be constructed on day one. Rather it would be phased and constructed in alignment with the widening of MMD and the construction of cycle tracks along MMD. For the purpose of this EA amendment, the intersection layout will also mimic the one at Highway 7 & Aristotle, where pedestrians and cycling facilities are concerned.	**INFO** **GF**
3.3.	• Intersection at Markland Street: - *Extension Road – 1 SB Through, 1 NB Shared Right + Left Turns*	**INFO**
3.4.	Developments • City has received an SPA for a development at the northeast corner of Major Mackenzie Drive and the Extension Road. • GF has designed the extension alignment, respecting the development's west property limits.	**INFO**

	• GF proposed grading to slope to proposed parking lot of development. • GF to confirm that latest development plans were used and included sufficient buffers. ***Post Meeting Note:*** *Setback from Tesla Site Development to be shown based on the latest CAD received on November 7th - 6.0m buffer from Extension Road & 14.0m buffer from MTO.* • GF noted that the latest Draft Preliminary Drawings were shared with the Developer ([redacted]) on Oct 31st and will continue to coordinate moving forward.	**GF**
4.0	**Preliminary Design – Highway 404 On-ramp Realignment**	
4.1.	• Proposed design updated form the 2009 EA preliminary design to conform to current TAC/MTO standards. • On-ramp to be single 4.75m lane with a 2.5m right shoulder and 1.0m left shoulder. • Design speed of 80 kph. • Minimum radius of 130m with minimum spirals of 125. • Maximum grade of 6% and minimum grade of 0.5%. • Designed to consider future widening of MMD to 6 lanes. ***Post Meeting Action:*** *City and MTO to agree on the future ownership of the underpass bridge structure over the on-ramp.*	**INFO** **City/MTO**
5.0	**SWM & Drainage**	
5.1.	Proposed Outfalls • Outfall 1: Highway 404 On-ramp – draining ramp extension from the overpass bridge • Outfall 2: Markland Street – draining from overpass bridge to Markland • Outfall 3: Major Mackenzie Culvert - MTO drainage and MTO dish drainage	**INFO**
5.2.	• Maintain Existing culvert (2500mmm x1500mm box) at Outfall 3 ***Post Meeting Note:*** *SWM update - New Proposed Ramp Culvert (size TBD) to convey existing MTO ditch across Extension Road (up to the 100-yr storm).*	**INFO**
5.3.	Existing Hwy 404 Drainage • MTO identified that there is an existing culvert crossing Hwy 404 - GF to show on plans. • GF has adopted flowrate from the 2009 EA study conveyed through the existing MTO ditch crossing extension road in the proposed culvert analysis.	**GF**
5.4.	Minor System Drainage • Extension road to use storm sewer. • On-ramp to use ditching.	**INFO**
5.5.	Water Quality and Quantity Control • Proposed OGS and Infiltration Trench. • Existing Woodbine Pond downstream of site (potential benefit). • OGS will not be required if SWM pond benefits are confirmed. GF to validate.	**INFO** **GF**

5.6.	SWM Report • MTO and TRCA requested drainage report for review.	**GF**
6.0	**Structural**	
6.1.	• Extension road to go over the Hwy 404 on-ramp. • Single 20.5m span reinforced concrete rigid frame bridge. • Spread footings foundations to support the bridge. • MSE/RSS walls to support the embankments.	**INFO**
6.2.	• City noted that the Structural Report typically reviews alternatives (e.g., life cycle costing/maintenance/accessibility). • GF clarified that since this is an EA Addendum, a full alternatives list and evaluation will not be included. However, the structural report does include a discussion section on the pros and cons of various options.	**INFO**
7.0	**Environmental**	
7.1.	• City questions project impacts to wetland and status of Natural Environment Study. • City is working with TRCA to finalize compensation strategy. ***Post Meeting Note:*** *The EA addendum will quantify the footprint of the roadwork within the wetland based on the most recent alignment and offer impact mitigations measures to the satisfaction of the TRCA and consistent with their Ecosystem Compensation Guideline (June 2023) (Ecosystem Compensation Protocol).* *Additionally, the EA addendum will capture commitments as per Section 3.1.3.3 of the O.P. suggests that natural heritage enhancements may be secured through infrastructure projects to achieve ecological gains. We request that post-construction naturalization of the site is achieved to the extent possible with native seed mixes.* • Natural Environment Report is being finalized based on the Draft Preliminary Alignments and will include discussion on impacts and mitigations (e.g., terrestrial, aquatic, etc.). GF to submit when ready.	**INFO** **GF**
8.0	**Next Step**	
8.1.	• TAC members to provide comment on preliminary design by November 13. • TRCA requested additional workshop. However, given the pressing timeline of this study, it was agreed that GF to provide drawings and report for TRCA's review and address comments. Ad-hoc meeting can be arranged for major comments, if necessary.	

Attachment #1 – City of Markham EA Amendment – Hwy 404 NB Ramp Ext. – TAC Meeting.pdf

Attachment #2 – Plan & Profile Drawings – Extension Road & Onramp Realignment

Attachment #3 – Typical Sections

End of Document

CITY OF MARKHAM
ENVIRONMENTAL ASSESSMENT REPORT ADDENDUM

HIGHWAY 404 RAMP EXTENSION AT MAJOR MACKENZIE DRIVE

Technical Agency Committee (TAC) Meeting #1

November 5, 2024

Safety / Environmental Moment – Humidifiers

- Humidifiers add moisture into the air to prevent any dryness and irritations arising from dry indoor conditions in the winter months.
- Humidifiers can help relieve:
  - Dry/itchy skin, dry throats, and dry coughs
  - Sinus congestions and headaches
  - Nose irritations

- Ensure that your humidity remains between 30-50%, as excessive humidity can worsen respiratory problems (allergies, asthma) and create growth of:
  - Harmful bacteria/mold
  - Dust mites and mildew



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Agenda

- Project Overview
- Meeting Objectives
- Design Criteria
- Preliminary Design Overview
  - Roadway
  - Structural
  - SWM
- Next Steps

Meeting Objectives:

- Provide project overview/updates to all TAC participants.
- Provide an overview of the preliminary design.
- Receive any feedback on the preliminary design and/or items to be further coordinated during the detailed design.

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Project Overview

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Project Overview

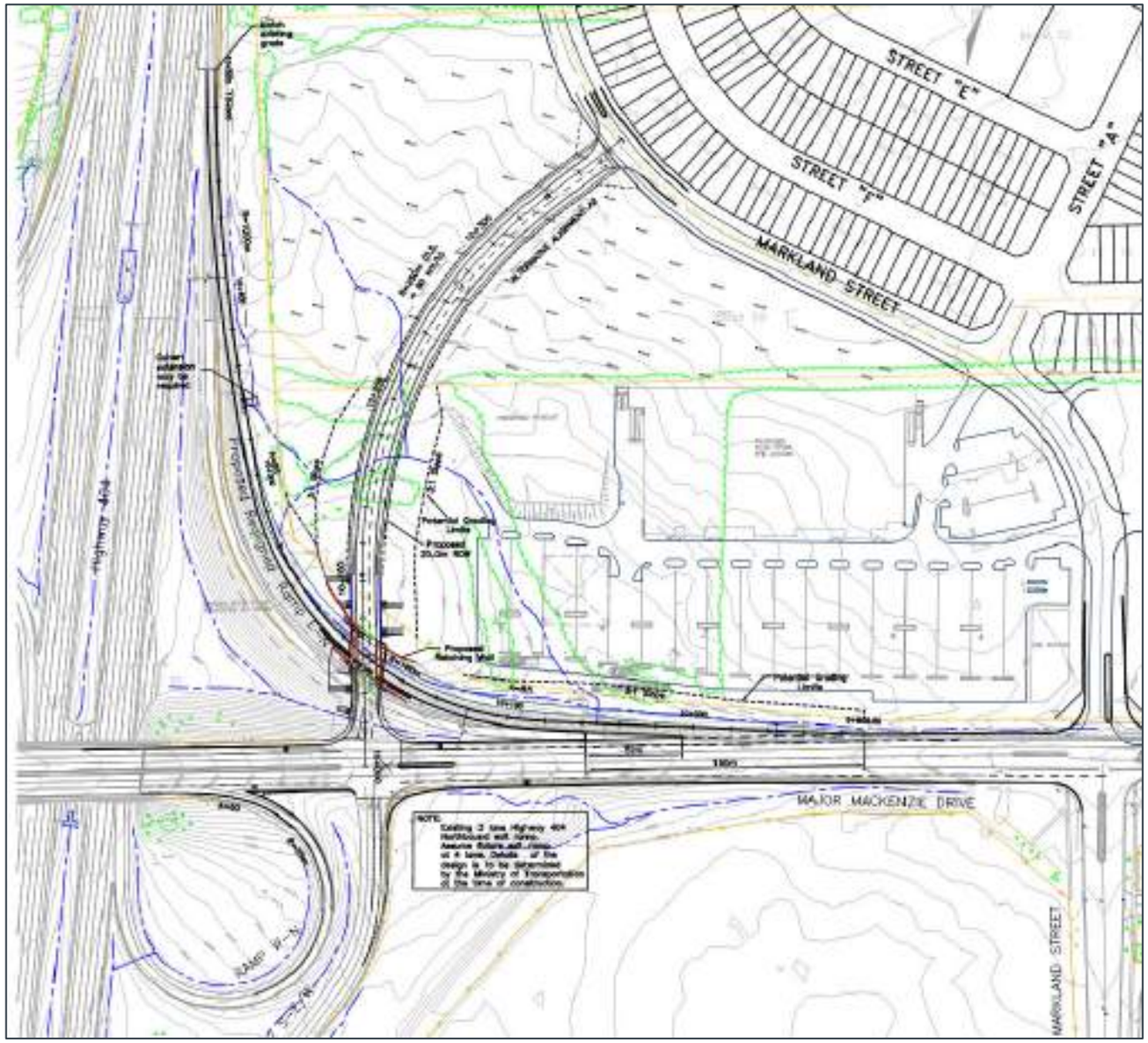
- A Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) was completed in 2009 for a road extending from the Hwy 404 northbound off-ramp to Major Mackenzie Drive to the development lands to the north.
- Addendum to the 2009 ESR is triggered by 10-year lapse
- Site area is bound by Highway 404, Major Mackenzie Drive East, and Markland Street
- Our project’s intent is to validate the 2009 ESR preferred design option (horizontal and vertical alignments) based on the latest guidelines and standards.



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Project Overview (Cont'd)

- 2009 EA (previously completed by McCormick Rankin)
  - New road connecting Major Mackenzie Drive to Markland beginning at Hwy 404 NB offramp
  - Land configuration 2 NB lanes – 1 SB Lane
  - Extension road to overpass relocated onramp
- 2011 30% Preliminary Design
  - Deferred due to limited costs/benefits of the projects
- The 2024 EA Addendum will continue following the Schedule 'C' process in the MCEA Guidelines (2023), based on the 2009 EA and not 2011 Preliminary Design.
- Previous project kick-off meetings with York Region, TRCA, and MTO were held in Summer 2023.



2009 EA Preliminary Preferred Alignment

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Sub-Studies Conducted to Date

Updated and/or new sub-studies conducted as part of this study:

- Typographic Survey & SUE QL-B
- Geotechnical Report – Pavement & Foundation
- New Phase I & II Environment Site Assessment
- Traffic Study Update Report
- Drainage and SWM Report
- Structural Report
- Natural Environment Impact Assessment
- Noise Impact Assessment
- Air Quality Assessment
- Environmental Study Report Addendum

Sub-Studies from 2009 EA

- Appendix A – Minutes and Correspondences
- Appendix B – Public Consultation
- Appendix C – Natural Environment Review
- Appendix D – Business Case Assessment
- Appendix E – Drainage Report
- Appendix F – Structural Planning Report
- Appendix G – Archaeology Review

Additional Completed Sub-Studies:

- Hwy 404 NB Ramp Extension at Major Mackenzie Drive – Traffic Analysis Memorandum (2012)
- Phase I Environmental Site Assessment (ESA) (Oct 2017)

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Preliminary Design Overview

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Design Criteria:
Extension Road

	Proposed Standard ESR Addendum	Source/Notes
Road Classification	Collector	Markham OP (2014)
Lanes	2	Transportation Study Update (2024) [Arcadis]
Design Speed	50 km/h	Transportation Study Update (2024) [Arcadis]
Posted Speed	40 km/h*	Transportation Study Update (2024) [Arcadis]
Minimum Horizontal Radius	115 m 150 m	TAC Table 3.2.4 COM Eng Stds Sec B Table 2
Minimum Vertical Curve		
Crest	7	TAC Table 3.3.2
Sag	13	TAC Table 3.3.4
Sag Illuminated	6	TAC Table 3.3.5

	Proposed Standard ESR Addendum	Source/Notes
Maximum Grade	6.00%	City of Markham Eng Stds Sec B-Table 2
Minimum Grade	0.70%	City of Markham Eng Stds Sec B-Table 2
Lane Width Minimum	3.5 m	City of Markham
Right of Way	20m	City of Markham
Boulevard	2.45m	NA
Crossfall	2.00%	City of Markham
Active Transportation	Bidirectional Cycle Track 2.5m + 1.0m buffer	GF Memo
Sidewalk	1.8m	City of Markham
Clear Zone	4.5m	TAC table 7.3.1

** Reduced from 50km/h to 40km/h to provide the standard 10km/h buffer between design and posted speed*

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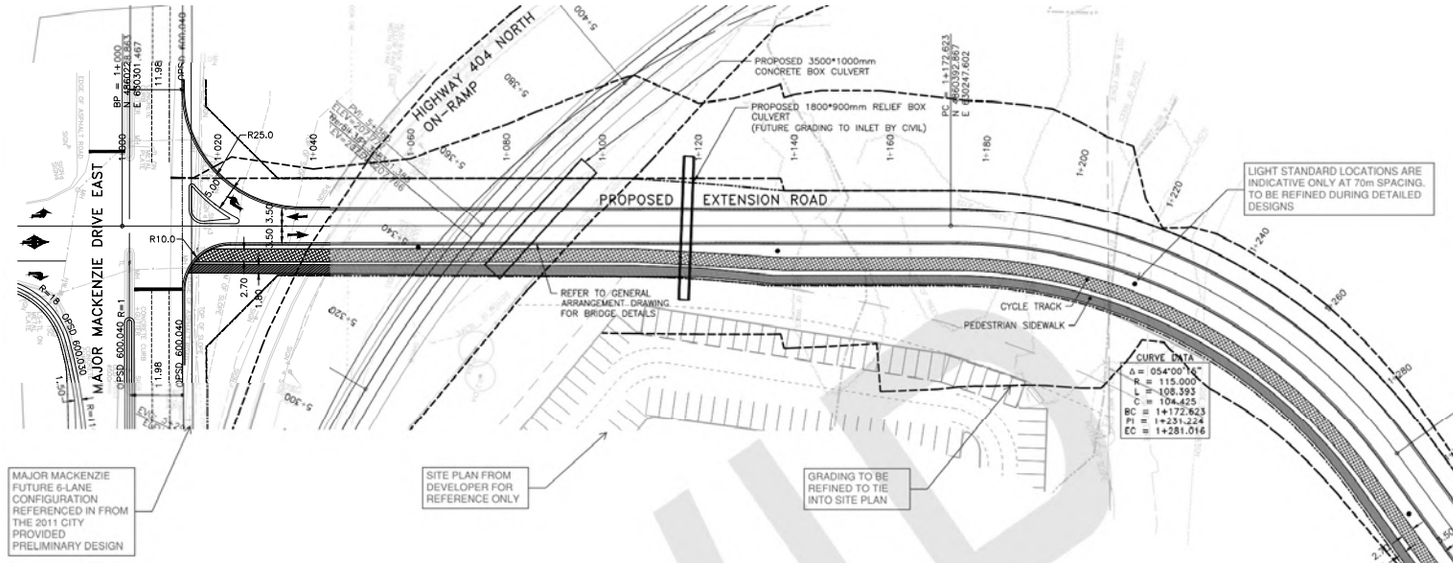
Design Criteria:
Highway 404 On-Ramp E-N

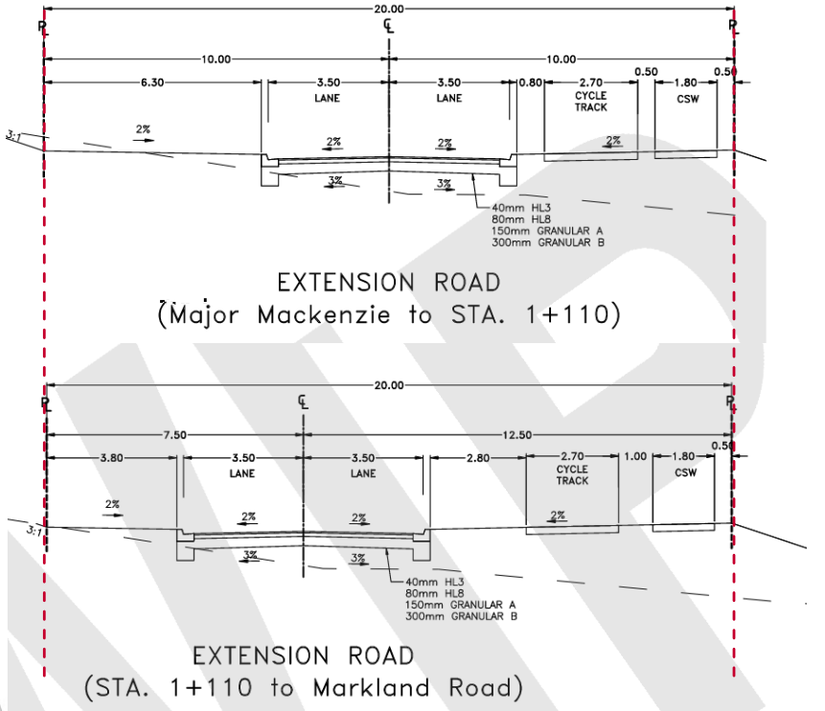
	Proposed Standard	Source/Notes
Lanes	1	
Design Speed	80 km/h	MTO Design Supplement Ex 10E
Minimum Horizontal Radius	130 m	MTO Design Supplement Ex 10E
Minimum Vertical Curve **Crest** **Sag** **Sag Illuminated**	 11 18 9	 TAC Table 3.3.2 TAC Table 3.3.4 TAC Table 3.3.5
Maximum Grade	6.00%	MTO Design Supplement Ex 3M
Minimum Grade	0.50%	MTO Design Supplement Exhibit 3O

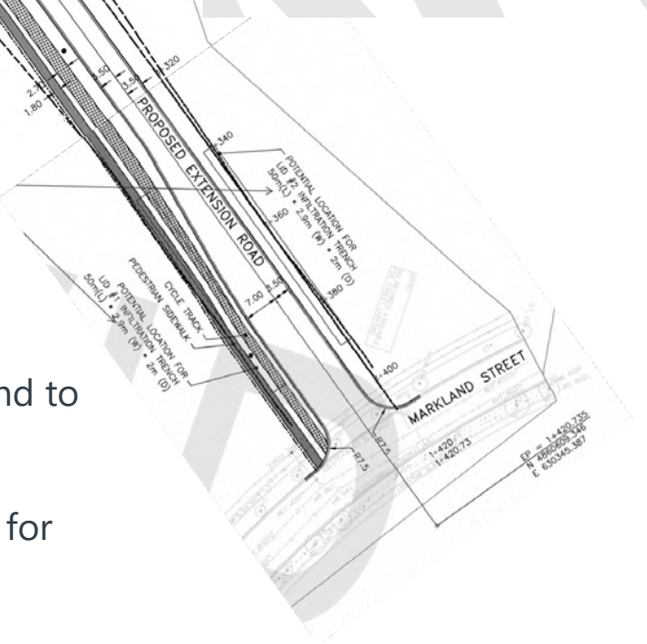
	Proposed Standard	Source/Notes
Lane Width Minimum	4.75 m	MTO Design Supplement Sec 4.3.3.6 pg. 20
Minimum Shoulder **Right** **Left**	 2.50 m 1.00 m	MTO Design Supplement Sec 4.4.2 pg. 23 Sec 4.4.2 pg. 23
Crossfall	6.00%	MTO Design Supplement Ex 10E * Superelevation in Radii
Minimum Spiral A	125	TAC Table 3.2.6 MTO Supplement Ex 3B
Stopping Sight Distance	130	TAC Table 2.5.2
Lateral Clearance	8.4m	TAC Formula 3.2.23

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Preliminary Design Overview:
Extension Road



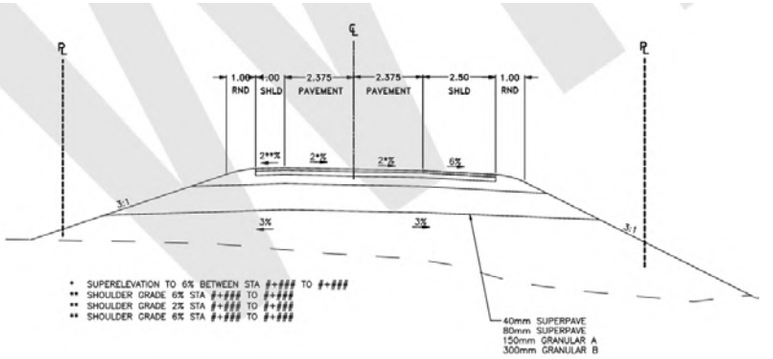


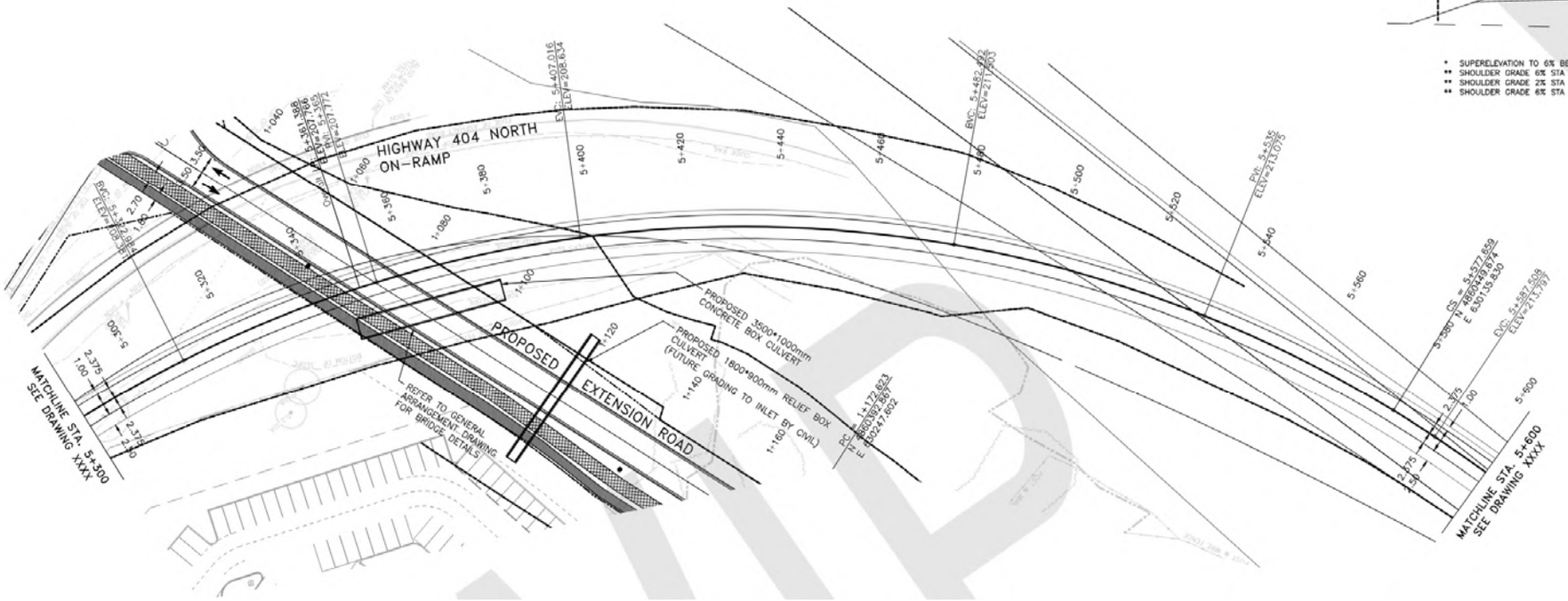


- Design has taken in consideration of future 6-lane configuration of Major Mackenzie.
- SB restricted to right turn movement only at Major Mackenzie.
- Sidewalk hugs the property line to optimize AT separation from live traffic and to provide space for light standards.
- Light standards locations are indicative only based on City's spacing - 70-85 for Major Collector.

GANNETT FLEMING

Preliminary Design Overview:
Highway 404 On-Ramp E-N



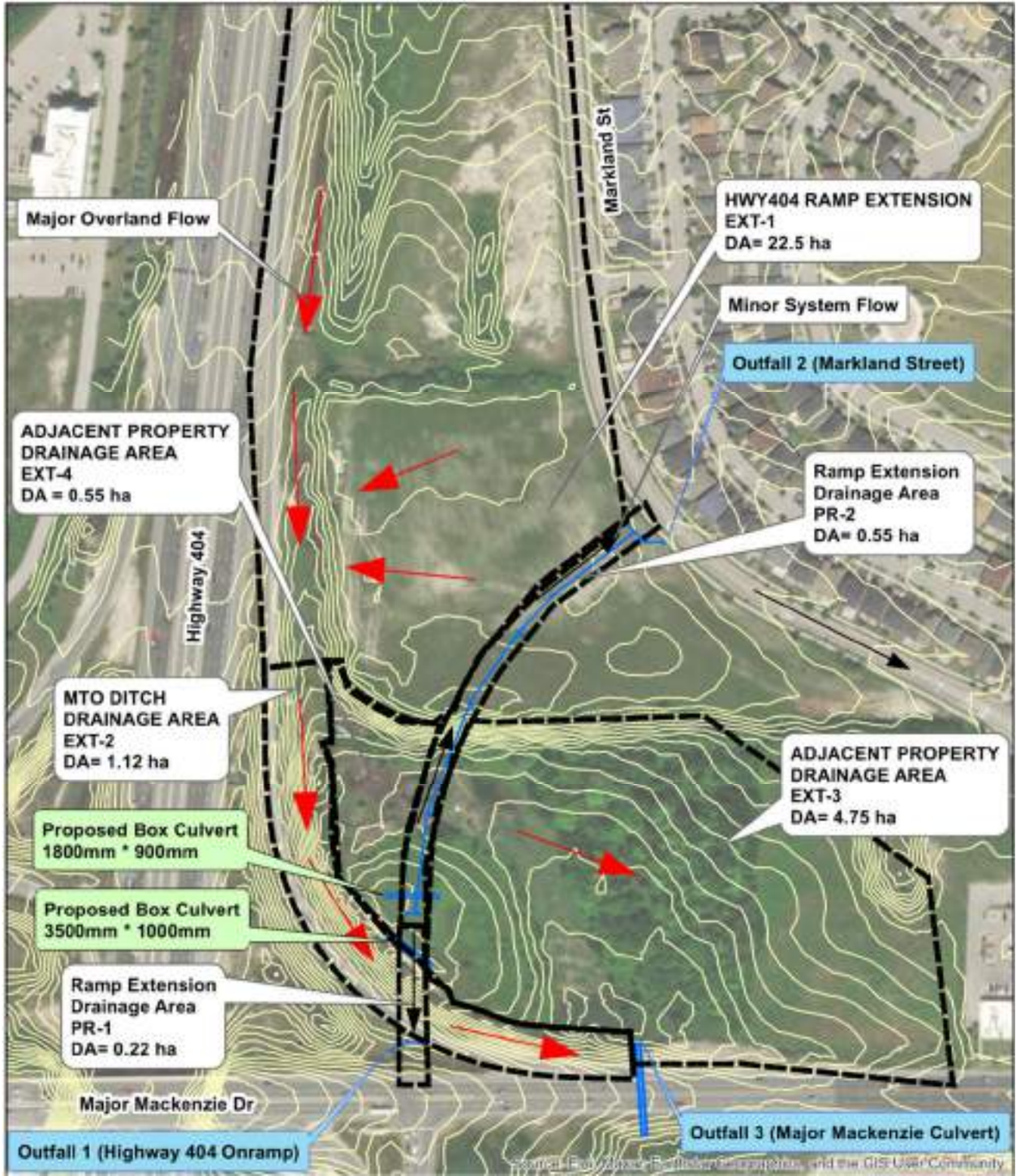


- Design has taken in consideration of future 6-lane configuration of Major Mackenzie.
- Sight distance checked at bridge abutments.

GANNETT FLEMING

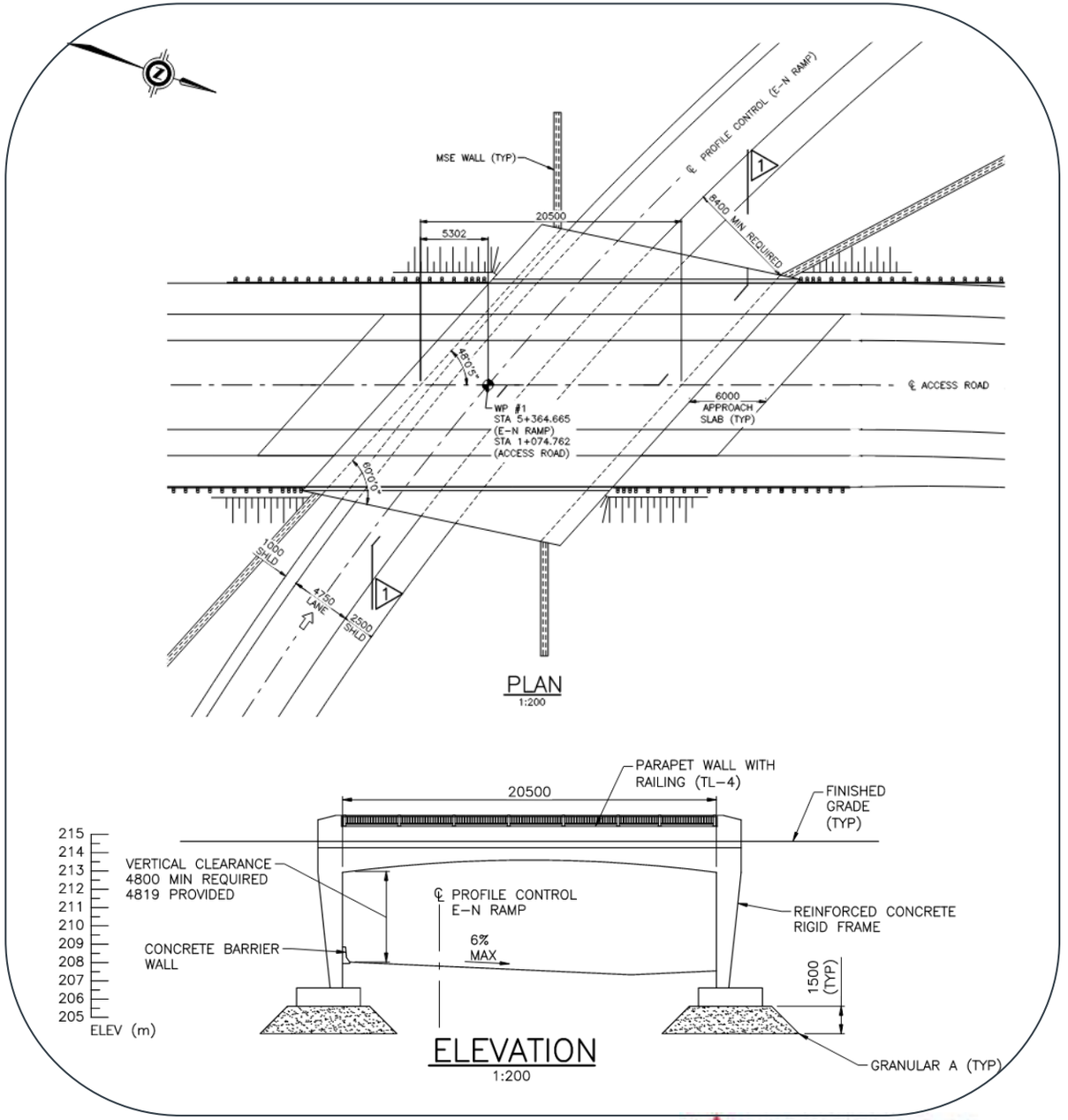
Preliminary Design Overview: Stormwater Management

- 3 Proposed Outfalls
  - Outfall 1: Highway 404 On-ramp
  - Outfall 2: Markland Street
  - Outfall 3: Major Mackenzie Culvert
- 1 Existing Culvert
  - 1 Proposed Ramp Culvert (3500mm * 1000mm Box)
  - 1 Proposed Relief Culvert (1800mm * 900mm Box)
- New Storm Sewer for Urban Cross Sections
- Water Quality and Quantity Control
  - OGS and Infiltration Trench
  - Woodbine Pond Downstream – Potential SWM Benefits.



Preliminary Design Overview: Structural

- Single-span reinforced concrete rigid frame bridge proposed (similar to 2009 EA)
- Spread footing foundations
- MSE walls at the four corners
- Span length of 20.5 m
  - Allows for ramp lane + shoulders with 8.4 m clearance on north side for stopping sight distance
- New road is at approx. 42° skew angle to ramp
  - Additional width is proposed, to reduce structure skew to 30°



GANNETT FLEMING

Next Steps

Next Steps

- TAC participants are asked to provide any feedback on the presented preliminary design – by **Wednesday, November 13th, 2024.**
  - Input to be focused on technical elements and any future detailed design considerations.
  - If your organization/department does not have further comments, please do let us know as well.

- Subsequent ad-hoc meetings may be held to clarify any post-meeting comments if necessary.

- ESR Addendum is scheduled for finalization by end of 2024

GANNETT FLEMING

GANNETT FLEMING

THANK YOU!

DEVELOPMENT SERVICES COMMISSION

File Number: SPC 24 159325

To: **Rick Cefaratti, Project Planner**

From: **Michael Larbi, Development Engineering**

Date: **October 3, 2024**

Subject: **404 Major Mac West Developments Limited – Phase 1**
2938 Major Mackenzie Drive.
City of Markham

Ward 2

1. Erosion and Sediment Control Plan, drawing no. ESC, project no. 21586, prepared by [redacted] Site Development Consulting, dated, August 29, 2024.
2. Site Grading Plan, drawing no. SGP, project no. 21586, prepared by [redacted] Site Development Consulting, dated, August 29, 2024.
3. Site Servicing Plan, drawing no. SSP, project no. 21586, prepared by [redacted] Site Development Consulting, dated, August 29, 2024.
4. Grading Sections, drawing no. XS1, project no. 21586, prepared by [redacted] Site Development Consulting, dated, August 29, 2024.
5. Stormwater Management Report, 2938 Major Makenzie Drive, Phase 1, project no. 21586, prepared by [redacted] Site Development Consulting, dated, September 3, 2024.

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED TO SITE PLANS, STUDIES AND DRAWINGS

The Owner is required to amend the Site Plan Drawings and Studies to address the following comments.

Engineering Drawings and SWM Report:

General:

1. **The following to be provided prior to execution of Municipal Servicing Agreement.**
    a. **To convey the land for the future Highway 404 ramp free of cost and encumbrances to the City.**
    b. **To convey approximately 10.0m to 15.0m temporary easement on the east side of the future Highway 404 ramp for grading works to the City.**
    c. **To provide minimum width of 20.0m right of way for the future Highway 404 ramp, not 10.78m width as shown on the Grading Plan.**
    d. **To prepare a reference plan to describe the lands to be conveyed and bear the costs for preparation and registration of the reference plan and any transfer documents as may be required for the lands transfer.**
2. Municipal Servicing Agreement will be required for the proposed Development, please see Reviewer Memos folder for submission checklist.

3. Please note the following;
   a. The proposed servicing on private property requires plumbing approval under the Ontario Building Code, and accordingly, application for the necessary permit should be made to the Building Standards Department. In the case of any conflict between the drawings and the requirement of the Ontario Building Code, the Building Code shall prevail.
   b. Prior to the start of construction on site the following are required:
      i. Arrange and attend a pre-construction meeting with the City's Municipal Inspection prior to the commencement of any onsite servicing work (Contact Hassan Taghavi, Supervisor Development Inspections, at 905-477-7000 x2237).
      ii. Obtain a building permit from the City's Building Standards Department.
      iii. Obtain a Road Occupancy Permit from the City Operations Department for any activity that may cause a City public road to be blocked in any way, including curb or culvert modifications, restricting access, disrupting vehicular/pedestrian traffic flow and/or placing materials of any kind on the roadway requires. (Contact Operations Department at OCS@markham.ca for permitting).

Site Servicing Plan, Drawing No. SSP:

1. Per building code 7.4.7.2. spacing between manhole serving a building sewer 600mm or less in size shall not exceed 90m. Please revise the sanitary pipe length between MH4A and MH3A to show less than 90m.
2. Please delete the line on the servicing plan shown between proposed Building A and the future Commercial Development

B. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS

1.1 The Owner is financially responsible for all costs associated with the excavation, improvement, removal and relocation of any above or below-grade public or private utility resulting from the development of this property.

1.2 Construct and maintain stormwater management measures/facilities and site grading as recommended in the stormwater management report and grading plan as accepted by the Director, Engineering Services.

1.3 Construct and maintain the site servicing indicated on the Servicing Plan as accepted by the Director, Engineering Services.

1.4 The Owner is advised of the need to make separate applications to the Operations Department for permits to carry out any works involving the construction in, or occupancy of, the public rights-of-way.

1.5 Private sewers shall be designed and installed according to the Ministry of Environment, Conservation and Parks (MECP) PIBS 6879, "Design Guidelines for Sewage Works". The Owner is advised that sewage work on private property are regulated under Ontario Water Resources Act (OWRA) and therefore may or may not be subject to the approval requirements of section 53 of the Ontario Water Resources Act. It is the responsibility of the Owner(s) to contact the MECP to determine if an Environmental Compliance Approval is

required for their proposed servicing for this project. The Owner(s) shall obtain such approval as may be required from the Ministry of Environment and shall file copies thereof with the Director of Engineering.

1.6 Private stormwater management facility shall be designed and installed according to MECP PIBS 4329e, “Stormwater Management Planning and Design Manual”. The Owner is advised that stormwater management facility on private property are regulated under Ontario Water Resources Act (OWRA) and therefore may or may not be subject to the approval requirements of section 53 of the Ontario Water Resources Act. It is the responsibility of the Owner(s) to contact the MECP to determine if an Environmental Compliance Approval is required for their proposed stormwater management facility for this project. The Owner(s) shall obtain such approval as may be required from the MECP and shall file copies thereof with the Director of Engineering.

Consultation with Nearby Developers

GANNETT FLEMING

Nearby Developments - Site A

GANNETT FLEMING

From: Chong, Laura
To: [redacted] Voytenkov, Catherine; Catherine Voytenkov
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion
Date: Tuesday, October 21, 2025 3:35:51 PM
Attachments: image003.png
image004.png
image005.png
074748 - Hwy404ExtensionRd - 3to1 Side Slopes at[redacted].pdf

---

> **[EXTERNAL EMAIL]:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

For our discussion, attached is the latest drawing showing the 3:1 slope and additional temporary easement required for construction.

We are available tomorrow Wednesday Oct 22, from 2-3pm.

Please include Rick and Michael (copied) to the meeting invitation. @Catherine Voytenkov you are not required to attend.

Thank you,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: [redacted]
Sent: Tuesday, October 21, 2025 9:40 AM
To: Chong, Laura <LChong@markham.ca>; [redacted]
Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

Hi Laura,

Hope you are doing well. Happy to provide additional dates and times. This meeting is of high priority to the team so if there is anything you can do to make this week work, I am happy to accommodate schedules.

nd

Wednesday, October 22 : 1:00-4:30pm

- Thursday, October 23rd: 10:00-11:00am OR 1:00-4:30pm
- Friday, October 24th: 10:00am-3:30pm
- Monday, October 27th: 3:00-4:30pm
- Tuesday, October 28th: 10:00am-12:00pm OR 3:00-4:30pm
- Wednesday, October 29th: 1:00-4:30pm
- Thursday, October 30th: 9:30am-11:30am OR 1:00-4:30pm
- Friday, October 31st: 9:30am-3:30pm

Let me know what dates and times best work for your team and I will send out a meeting invitation accordingly.

Thank you,
[redacted]

_____

[redacted]

-

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

This email, including any attachments, is for the sole use of the intended recipient and may contain confidential information. If you are not the intended recipient, please immediately notify us by reply email or by telephone, delete this email and destroy any copies.

From: Chong, Laura <LChong@markham.ca>
Sent: October 21, 2025 9:21 AM
To: [redacted]; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

> **Caution:** External Sender

Hi [redacted]

Can you please provide some additional dates for next week?

Thank you,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: [redacted]
Sent: Monday, October 20, 2025 9:20 AM
To: Chong, Laura <LChong@markham.ca>; [redacted]
Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

Hi Laura,

Hope you had a great weekend! I just wanted to follow up on the below availability provided for the meeting?

Let me know if there is anything further I can assist with!

Thank you,
[redacted]

_____

[redacted]

-

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From: [redacted]
Sent: October 16, 2025 3:21 PM

To: 'Chong, Laura' <LChong@markham.ca>; [redacted]
[redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
[redacted] Discussion

Hi Laura,

Of course! Please see below:

- Wednesday, October 22nd: 1:00-4:30pm
- Thursday, October 23rd: 10:00-11:00am OR 1:00-4:30pm
- Friday, October 24th: 10:00am-3:30pm

Let me know what date and time would best suit your schedule and I will coordinate a meeting accordingly.

Kind Regards,
[redacted]

_____
[redacted]

-

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From: Chong, Laura <LChong@markham.ca>
Sent: October 16, 2025 3:14 PM
To: [redacted]
[redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

Caution: External Sender

Hi [redacted]

Can you please provide some times for later next week?

Thanks,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: [redacted]
Sent: Thursday, October 16, 2025 12:03 PM
To: [redacted]>; Chong, Laura <LChong@markham.ca>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Hi all,

[redacted] are available at the following dates and times:

- Thursday, October 16th: 3:00-5:00pm
- Friday, October 17th: 11:00am-4:00pm
- Monday, October 20th: 10:30am-1:30pm
- Tuesday, October 21st: 10:00am-12:30pm

Kindly let me know what date and time would best suit your schedule or if additional dates and times are required for scheduling.

Thank you,

[redacted]

[redacted]

-

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: [redacted]
Sent: October 16, 2025 11:39 AM
To: Chong, Laura <LChong@markham.ca>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion
Importance: High

Hi Laura and Catherine, hope you have been well!

Do you have time this week to meet with you to discuss this overpass design? We are trying to see what opportunities we help smooth out the interface between our site and the overpass. I have looped in [redacted] from our office to provide some times that work for us.

Thanks,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: [redacted]
Sent: July 24, 2025 3:09 PM
To: Chong, Laura <LChong@markham.ca>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]

Subject: RE: External Meeting RE: 404 & Major Mac Overpass Discussion

Hi Laura and Catherine, thanks for joining our call yesterday.

Please find our SPA endorsed plans via the following Dropbox link:

[redacted]

Thanks,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

This email, including any attachments, is for the sole use of the intended recipient and may contain confidential information. If you are not the intended recipient, please immediately notify us by reply email or by telephone, delete this email and destroy any copies.

-----Original Appointment-----
From: [redacted]
Sent: July 18, 2025 2:42 PM
To: [redacted] Chong, Laura; Voytenkov, Catherine; [redacted]
Cc: [redacted]; Ostler, Andrew
Subject: External Meeting RE: 404 & Major Mac Overpass Discussion
When: July 23, 2025 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: [redacted]

[redacted]

HIGHWAY 404

HIGHWAY 404 E-N RAMP

PROPOSED HWY 404 E-N RAMP

MAJOR MACKENZIE DRIVE EAST

PROPOSED EXTENSION ROAD

TEMPORARY EASEMENT (4m FROM GRADING LIMIT)

GRADING LIMIT (3:1 SIDE SLOPE FROM PROPOSED ROW)

PROP. EXTENSION ROAD ℄

PROP. 3m MULTI-USE PATH

PROP. ROW

GRADING LIMIT (3:1 SIDE SLOPE FROM PROPOSED ROW)

TEMPORARY EASEMENT (4m FROM GRADING LIMIT)

DEVELOPMENT

MARKLAND STREET

ASSUMED FUTURE SIX LANE CONFIGURATION ON MAJOR MACKENZIE DRIVE (TO BE COORDINATED WITH YORK REGION DURING DETAIL DESIGN)

LEGEND:

NOTES:

FOR DISCUSSION ONLY

BENCH MARK:

(MIN. TWO FOR SUBDIVISION AND ONE FOR SITE PLAN)

No.	DESCRIPTION	DATE
5		
4.		
3.		
2.		
1.		

REVISIONS

MARKHAM

THE CORPORATION OF THE CITY OF MARKHAM
ENGINEERING DEPARTMENT

HIGHWAY 404 EXTENSION ROAD

GANNETT FLEMING

EXTENSION ROAD

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
SCALE: 1 : 1000		DRAWING NO.
DATE:		

CITY FILE NO.:

From: [redacted]
To: Chong, Laura; [redacted]; Voytenkov, Catherine
Cc: [redacted]
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Dr.
Date: Friday, March 28, 2025 3:20:10 PM
Attachments: image001.png

> **[EXTERNAL EMAIL]:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you very kindly.

Is it then fair to say that the ROW alignment will be known in about two months and can be finalized in about 3 months subject to no objections filed against the public posting?

Regards,

[redacted]

From: Chong, Laura <LChong@markham.ca>
Sent: March 28, 2025 2:26 PM
To: [redacted]>; Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
[redacted]>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Dr.

> **Caution:** External Sender

Hi [redacted]

We are aiming to finalize the draft ESR Addendum for agency circulation within the next 2 months and filing the final ESR Addendum shortly thereafter. Once the ESR Addendum is filed with MECP it will be on public record for review for 30 days.

[redacted] has been added to the contact list.

If you have any other questions, please feel free to contact me.

Best regards,
Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

From: [redacted]
Sent: Thursday, March 27, 2025 2:47 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Chong, Laura <LChong@markham.ca>
Cc: [redacted]
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Dr.

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Good afternoon Catherine,

Thank you very kindly for your prompt response.

Laura, it is nice to be connected with you.

As the last update we have is from a while ago, may you please send an updated project schedule and also add Mike McLean CC'd within to the study contact list.

We appreciate your assistance and look forward to your response.

Kind regards,

[redacted]

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: March 27, 2025 12:48 PM
To: [redacted]>; Chong, Laura <LChong@markham.ca>
Subject: Re: Highway 404 Ramp Extension at Major Mackenzie Dr.

> **Caution:** External Sender

Hi [redacted]

Please note that @Chong, Laura is the PM from City of Markham.

See below her information.

Please also note that [redacted] from [redacted] has been in contact with us throughout the study.

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

Best regards,

Catherine Voytenkov, P.Eng, PMP | Vice President | Roads & Highways Lead

Gannett Fleming TranSystems
C 416.669.5246

From: [redacted]
Sent: Thursday, March 27, 2025 10:33 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Subject: Highway 404 Ramp Extension at Major Mackenzie Dr.

[redacted] **IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender** [redacted]

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Catherine,

My name is [redacted] and I work at [redacted]

I am reaching out as I am trying to find who is the lead for the above-mentioned project at Major Mackenzie Drive and Highway 404.

I have included an attachment of the said project which states you as the project manager however this was from 2023 and am inquiring on your status with the project.

Kind regards,

[redacted]

[redacted]



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From: Chong, Laura
To: [redacted]
Cc: [redacted]; Voytenkov, Catherine; [redacted]; Wat, Samson; Chiu, Tony; Cefaratti, Rick
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion
Attachments:

074748 - Extension Road - Decision Sight Distances.pdf
074748 - Extension Road Driveways - Turning Movements.pdf

Hi [redacted]

My apologies for the delayed response. We wanted to wait for MTOs comments before having further discussions with you and your team.

MTO is of the position that all access to the development sites will be permitted only from Markland Street and not from the new connection/extension road being constructed.

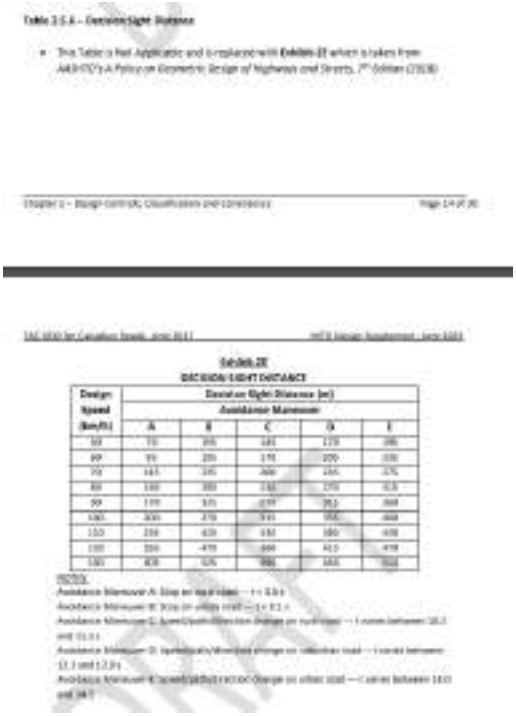
This is because MTO has a 400m desirable offset spacing criteria from a ramp terminal intersection to the first entrance/intersection along a ramp terminal extension road. The purpose of this spacing is to ensure that potential vehicle queues do not extend back to the ramp intersection and disrupt highway operations. The proposed extension road has a length of approximately 360m.

As such, we recommend the developers to reach out directly to MTO and negotiate the above mentioned "400m desired offset" by providing additional traffic analysis to the satisfaction of MTO.

Note that given MTO's current position, which needs to be officially documented in the ESR Addendum, the EA project team is not in a position to review any roadway profile alternatives.

From a technical standpoint, given the current level of MCEA preliminary design maturity, we cannot lower the road to accommodate the driveways due to the high-level findings of 1) lack of sufficient sight distance and 2) lack of space to accommodate truck turning movement.

1. Please see attached sight distance applying the MTO TAC Supplement. There appears to be insufficient decision sight distance for the vehicles to come onto the Extension Road from the approximate proposed driveways at St. 2+240.



2. The attached swept path analysis shows that the WB20 will take up both lanes coming out either of the driveways.

In summary, we currently do not have MTO's approval and lack the necessary design maturity in the EA Addendum study to lower the proposed extension road profile to connect with potential driveways from the developments. The ESR Addendum will recommend that the developer conduct a comprehensive analysis to demonstrate that the traffic generated by the sites will not adversely affect the ramp and queueing to Major Mackenzie. This analysis shall also recommend the preferred type of access, ensure geometric compliance with municipal and provincial standards (including AODA), and include sightline and swept path analysis to justify the access. Any proposals for future access must be reviewed by both the City of Markham and the MTO.

Please let me know if you would like to discuss this further on a call.

Best regards,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

[redacted]

From: [redacted]>
Sent: Monday, February 3, 2025 2:12 PM
To: Chong, Laura <LChong@markham.ca>
Cc: [redacted]

[redacted]; Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]

Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Hi Laura, just a friendly follow-up to our email below.

Can we please organize a time to meet to talk about the overpass?

Thank you,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

This email, including any attachments, is for the sole use of the intended recipient and may contain confidential information. If you are not the intended recipient, please immediately notify us by reply email or by telephone, delete this email and destroy any copies.

From: Chong, Laura <LChong@markham.ca>
Sent: January 21, 2025 3:56 PM
To: [redacted]
Cc: [redacted]; Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

> **Caution:** External Sender

Hi [redacted]

I will be away from the 22nd to 28th inclusive. I will touch base when I return.

Thanks,

Laura Chong, RPP, MCIP
Project Manager, Transportation Policy and Strategy

Engineering | Development Services Commission | City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000, Ext. 3136 | E: lchong@markham.ca

[redacted]

From: [redacted]
Sent: Tuesday, January 21, 2025 2:54 PM
To: Chong, Laura <LChong@markham.ca>
Cc: [redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Hi Laura and team, I hope you have been well!

Are we in a position to organize a short call with the team to discuss the alignment of the overpass? The [redacted] team feels this would be valuable at this time.

Thank you,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: Chong, Laura <LChong@markham.ca>
Sent: December 10, 2024 3:52 PM
To: [redacted]
Cc: [redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Caution: External Sender

Hi [redacted]

We have reviewed your request following our last meeting and are currently working on the results. At this time, we need further internal discussions before we can proceed. Therefore, another meeting with your team would not be productive at this time. We will contact [redacted] once we have more information to share.

Thanks for your patience,

Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
Civic Centre
T: 905.477.7000 Ext. 3136 | M: 647.740.1687

From: [redacted]
Sent: Tuesday, December 10, 2024 2:07 PM
To: Chong, Laura <LChong@markham.ca>
Cc: [redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Hi Laura,

I just tried to give you a call to discuss this EA review of the overpass proposed over our lands at 404 & Major Mac. [redacted] from our office has been trying to coordinate a follow-up call to our last meeting and have troubles getting responses back. Are you able to work with her to plan something? We have found these meetings quite productive and would like to keep our discussions moving forward.

Please feel free to give me a call to discuss, my cell phone is [redacted].

Thank you,

_____

[redacted]

[redacted]

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From: [redacted]
Sent: December 2, 2024 8:30 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]; Ostler, Andrew <aostler@GFNET.com>; Olivier, Eric J. <eolivier@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; May, Evan <emay@GFNET.com>
Cc: Ho, Gale <gho@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Good morning all,

I hope you all enjoyed your weekend and stayed warm! I am following up regarding the scheduling of this call. Please let me know what date and time would best align with your schedules and I will coordinate an invitation and Zoom link accordingly.

Let me know if there is anything else I can do to assist further.

Thank you,

[redacted]

-

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From: [redacted]
Sent: November 29, 2024 9:32 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted] Ostler, Andrew <aostler@GFNET.com>; Olivier, Eric J. <eolivier@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; May, Evan <emay@GFNET.com>
Cc: Ho, Gale <gho@GFNET.com>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Good morning all,

I hope you are doing well. As the team's schedule is filling up, I am reaching out to schedule this meeting. Please see below for updated times and dates that the [redacted] Team is available.

Tuesday, December 3rd: 2:30-4:00pm
Wednesday, December 4th: 10:00am-1:00pm OR 2:00-4:00pm
Tuesday, December 10th: 10:00am-3:00pm

Please let me know what date and time best aligns and I will coordinate a Zoom call accordingly.

Thank you,

[redacted]

-

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you are not the intended recipient, please immediately notify us by reply email or by telephone, delete this email and destroy any copies.

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: November 27, 2024 10:35 AM
To: [redacted]; Ostler, Andrew <aostler@GFNET.com>; Olivier, Eric J. <eolivier@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; May, Evan <emay@GFNET.com>
Cc: Ho, Gale <gho@GFNET.com>; [redacted]
Subject: Re: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

> **Caution:** External Sender

Good Morning [redacted]

We are review a few different options and will get back to you with some dates later in the week.

Best regards,

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Principal Project Manager

Gannett Fleming TranSystems
C 416.669.5246

From: [redacted]
Sent: Wednesday, November 27, 2024 10:11 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]; Ostler, Andrew <aostler@GFNET.com>; Olivier, Eric J. <eolivier@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; May, Evan <emay@GFNET.com>
Cc: Ho, Gale <gho@GFNET.com>; [redacted]
Subject: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

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Hi all,

Following up on the scheduling below. I will provide new dates and times as well.

Wednesday, November 27th: 3:00-4:30pm
Thursday, November 28th: 11:30am-12:00pm OR 3:00-3:30pm
Tuesday, December 3rd: 2:30-4:00pm

Please let me know what date and time best aligns with your schedule and I will coordinate a Zoom meeting and invitation accordingly.

Thank you,

[redacted]

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From: [redacted]
Sent: November 21, 2024 2:49 PM
To: [redacted] Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted] Ostler, Andrew <aostler@GFNET.com>; eolivier@GFNET.com; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; emay@GFNET.com
Cc: gho@GFNET.com
Subject: RE: External Meeting RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Hi all,

Please see below for the [redacted] Team's availability:

Monday, November 25th: 11:00am-1:00pm
Tuesday, November 26th: 10:00am-4:00pm
Wednesday, November 27th: 2:00-4:30pm

Please let me know which date and time algins best with your schedule and I will send out a meeting invitation accordingly.

Thank you,

[redacted]

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From: [redacted]
Sent: November 21, 2024 2:23 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted] Ostler, Andrew <aostler@GFNET.com>; eolivier@GFNET.com; Miljus, Alexia L <amiljus@GFNET.com>; Chong, Laura <LChong@markham.ca>; emay@GFNET.com
Cc: gho@GFNET.com; [redacted]
Subject: RE: External Meeting RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion

Hi Catherine and team, thank you again for joining our call yesterday.

Can we please organize a follow-up meeting for our discussion regarding the proposed overpass at 404 & Major Mac for next week?

I have looped in [redacted] from our office to help coordinate.

Thank you,

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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-----Original Appointment-----
From: [redacted]
Sent: November 15, 2024 10:20 AM
To: [redacted], Catherine; [redacted]; Ostler, Andrew; eolivier@GFNET.com; Miljus, Alexia L; Chong, Laura; emay@GFNET.com
Cc: gho@GFNET.com
Subject: External Meeting RE: 404 Major Mac and Markland - EA Addendum - Alignment Follow-Up Discussion
When: November 20, 2024 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

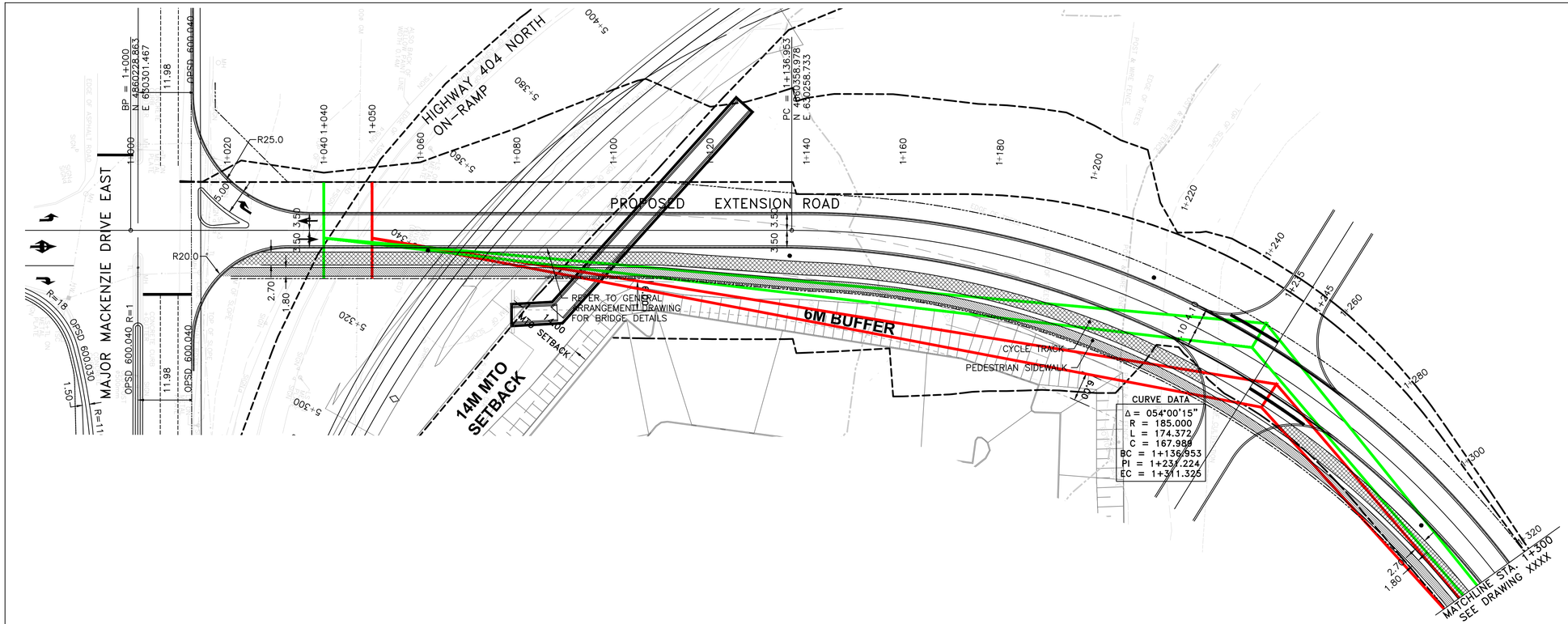
[redacted]

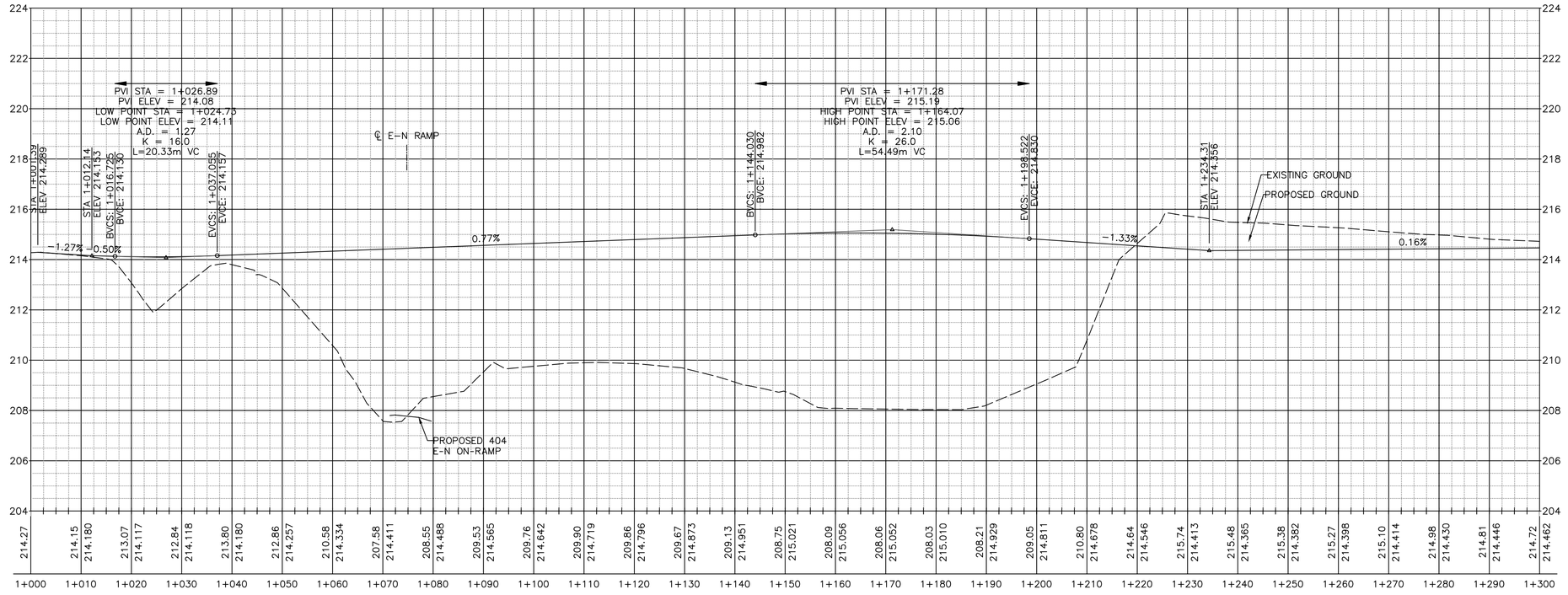
For organizers: Meeting options

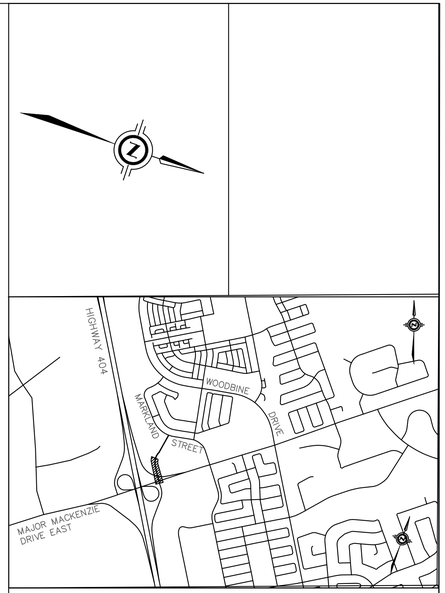
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LEGEND:

- PROPERTY LINE
- HAND RAIL
- GRADING LIMIT

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1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

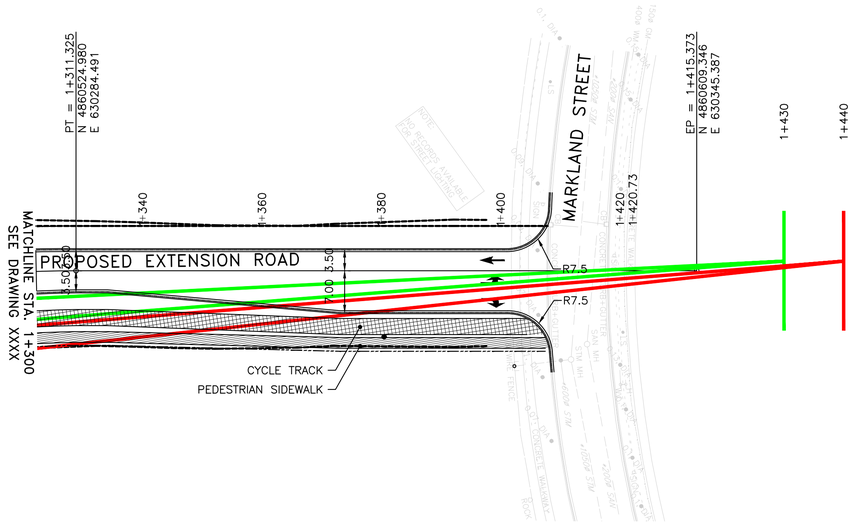
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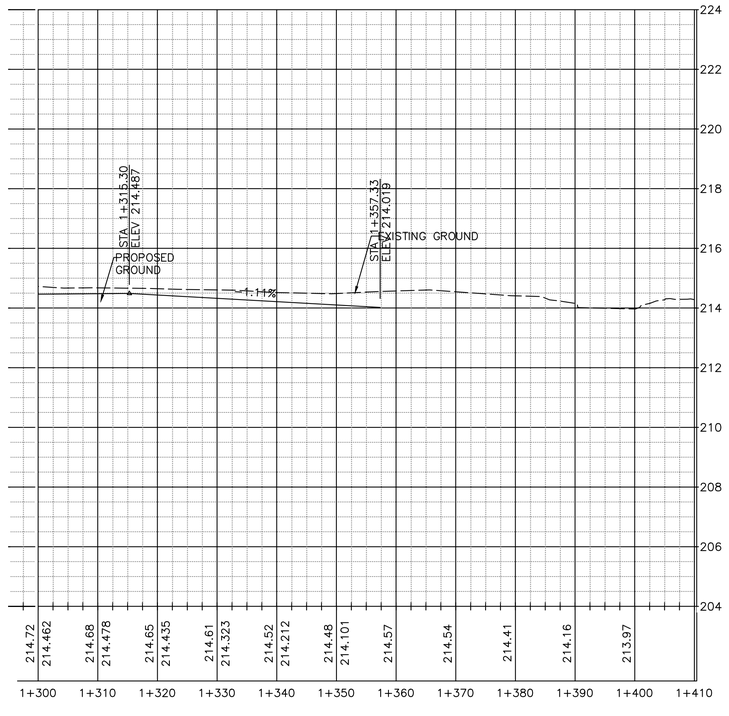
HIGHWAY 404 OFF RAMP EXTENSION

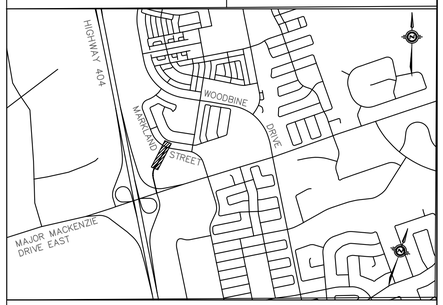
GANNETT FLEMING

PLAN AND PROFILE -
EXTENSION ROAD
1+000 - 1+300

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500 (0, 10, 20, 25m)		DRAWING NO. R1
VERTICAL SCALE: 1:100 (0, 2, 3, 5m)		
DATE:	CITY FILE NO.:	







LEGEND:

- PROPERTY LINE
- HAND RAIL
- GRADING LIMIT

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1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

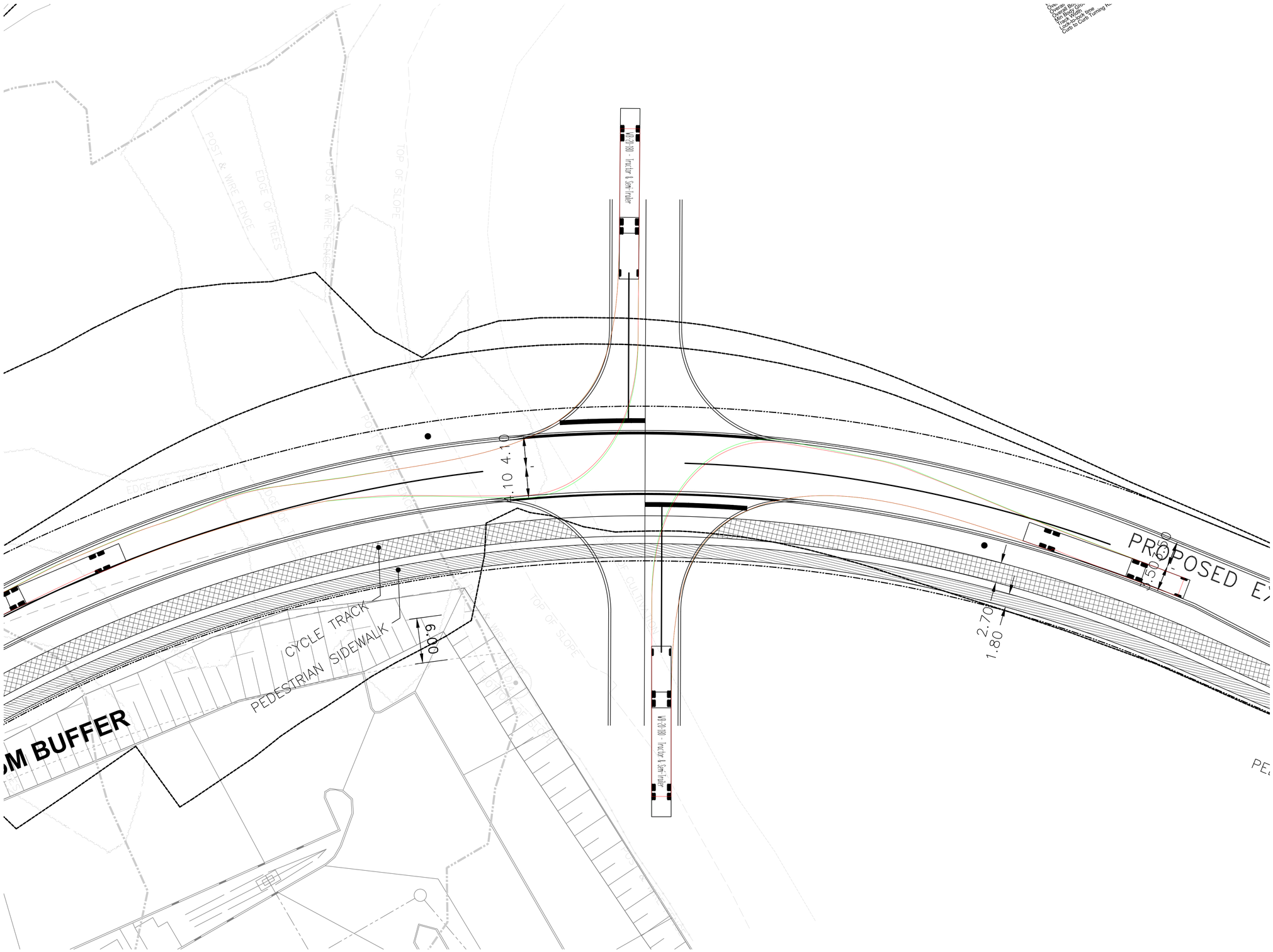
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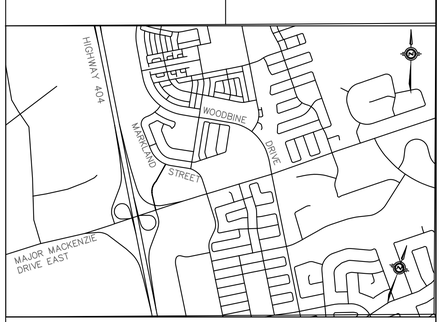
HIGHWAY 404 OFF RAMP EXTENSION

GANNETT FLEMING

PLAN AND PROFILE -
EXTENSION ROAD
1+300 - 1+410

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R2
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	





LEGEND:

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- GRADING LIMIT

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1.	PRELIMINARY DESIGN	11/07/2024

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MARKHAM

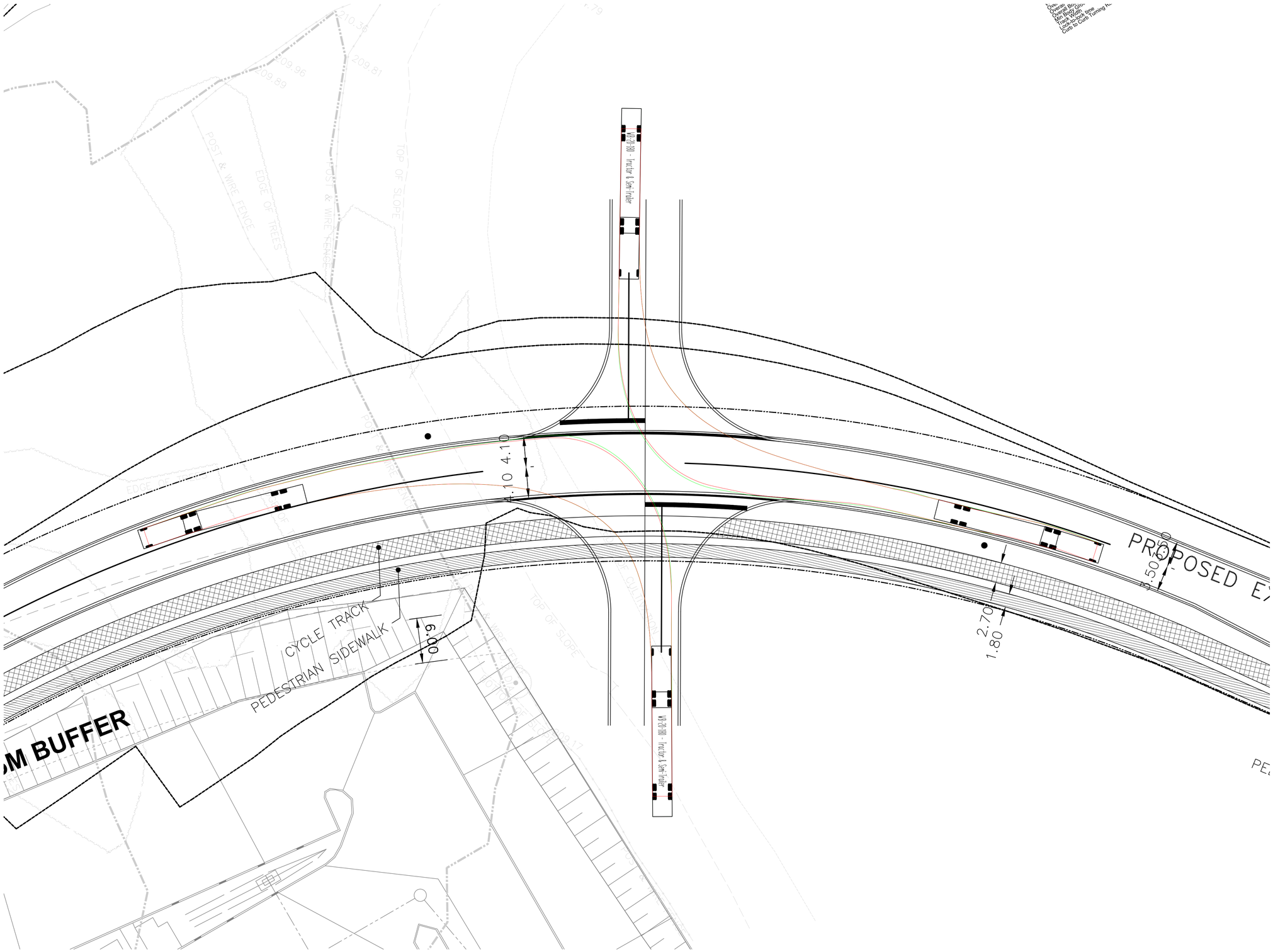
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ENGINEERING DEPARTMENT

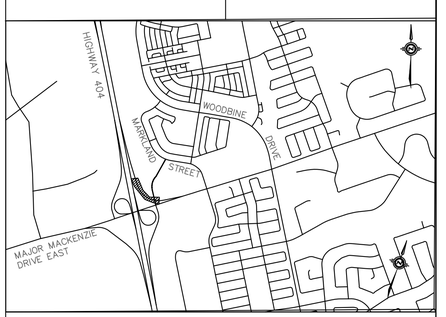
HIGHWAY 404 OFF RAMP EXTENSION

GANNETT FLEMING

HWY 404 EXTENSION RAMP -
DRIVEWAYS - RIGHT TURN MOVEMENTS

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R3
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	





LEGEND:

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- GRADING LIMIT

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1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

THE CORPORATION OF THE CITY OF MARKHAM
ENGINEERING DEPARTMENT

HIGHWAY 404 OFF RAMP EXTENSION

GANNETT FLEMING

HWY 404 EXTENSION RAMP -
DRIVEWAYS - LEFT TURN MOVEMENTS

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500 (0, 10, 20, 25m)		DRAWING NO. R4
VERTICAL SCALE: 1:100 (0, 2, 4, 5m)		
DATE:	CITY FILE NO.:	

From:	Catherine Voytenkov
To:	Ostler, Andrew; Eric Olivier; [redacted]; Alexia Miljus; [redacted]; Chong, Laura; [redacted]; Evan May
Cc:	Gale Ho
Subject:	Re: 404 Major Mac and Markland - EA Addendum - Alignment Discussion
Date:	Friday, November 15, 2024 10:09:54 AM
Attachments:	074748 - DRAFT Preliminary Plan - Meeting markup on 2024 11 14.pdf

---

Good Morning All,

Please review summary below for the meeting yesterday. Also see attached PDF for visual aids.

Also, see below our availability to hold a follow-up meeting and advise which best suits you.

- Wed - 11-12
- Thur - 9-10, 3-4
- Fri - 9-11am

Extension Road Alignment

- [redacted] main concern was about the alignment, specifically at the horizontal curve at the north end of their proposed site.
    - Questioned what alternatives were reviewed and the rationale behind the proposed
    - Questioned about the status of the preferred alignment
- GF presented an updated alignment with 185m radius, which now hugs the western property limit of [redacted] development.
    - Clarified that the EA Addendum is to validate the previous recommended 2009 preferred alignment.
- [redacted] noted that the updated alignment shown at this meeting is more aligned with their proposed plan.
    - Having the road hugging the eastern property ultimately helps to optimize the developability of their western property parcel.
- City inquired about plans for the western property
    - [redacted] to share some plans for better preliminary design coordination

Extension Road Profile/Elevation and Grading

- GF clarified that the current grading limits are based on existing ground .

GF is looking to better coordinate with [redacted] on the grading tie-ins both to the east and west of the extension road.
    - Shared CAD files post meeting to seek [redacted] input to provide a integrated plan, accounting for [redacted] eastern and western sites' proposed finished grades.
-
- It was noted that [redacted] site elevation is approximately at 211m, which is intended to be approximately 1- 2 m below the proposed extension road CL. The extension road CL shown on the site plan is approximately 212m instead of the 2009 ESR and current EA Addendum proposed elevation at 215m.
    - [redacted] to review internally as this is a concern for the site.

Access to site from the Extension Road

- COM noted that we are still waiting on response from MTO, who had previously indicated that no access will be allowed from this extension road.
- [redacted] noted their preferred locations of vehicular access to the east and west property parcels.
    - Pedestrian access wouldn't help
    - Connecting the eastern and western parcels under the extension road is not feasible due to lack of vertical clearance.
- They require those access to be vehicular

SWM

- GF flagged that elevation for the bottom of ditch at the culvert (north of Hwy 404 on-ramp) is approximate 207m and then going up to 206m as it goes east.
- [redacted] noted this is in line with their understanding of the grading and site at this location.

Active Transportation

- COM clarified that we are providing AT to futureproof
    - Markland current has bikelanes
    - Major Mac will eventually be widened to 6 lanes with BRT & cycle tracks

Next Steps

- Regroup next week to review the following:
    - Any further alignment optimization
    - Any further information that [redacted] could share regarding the western site to help grading tie-ins
    - Way forward regarding the elevation difference
    - Any update from MTO on the access from extension road to eastern and western sites.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Principal Project Manager

Gannett Fleming TranSystems
C 416.669.5246

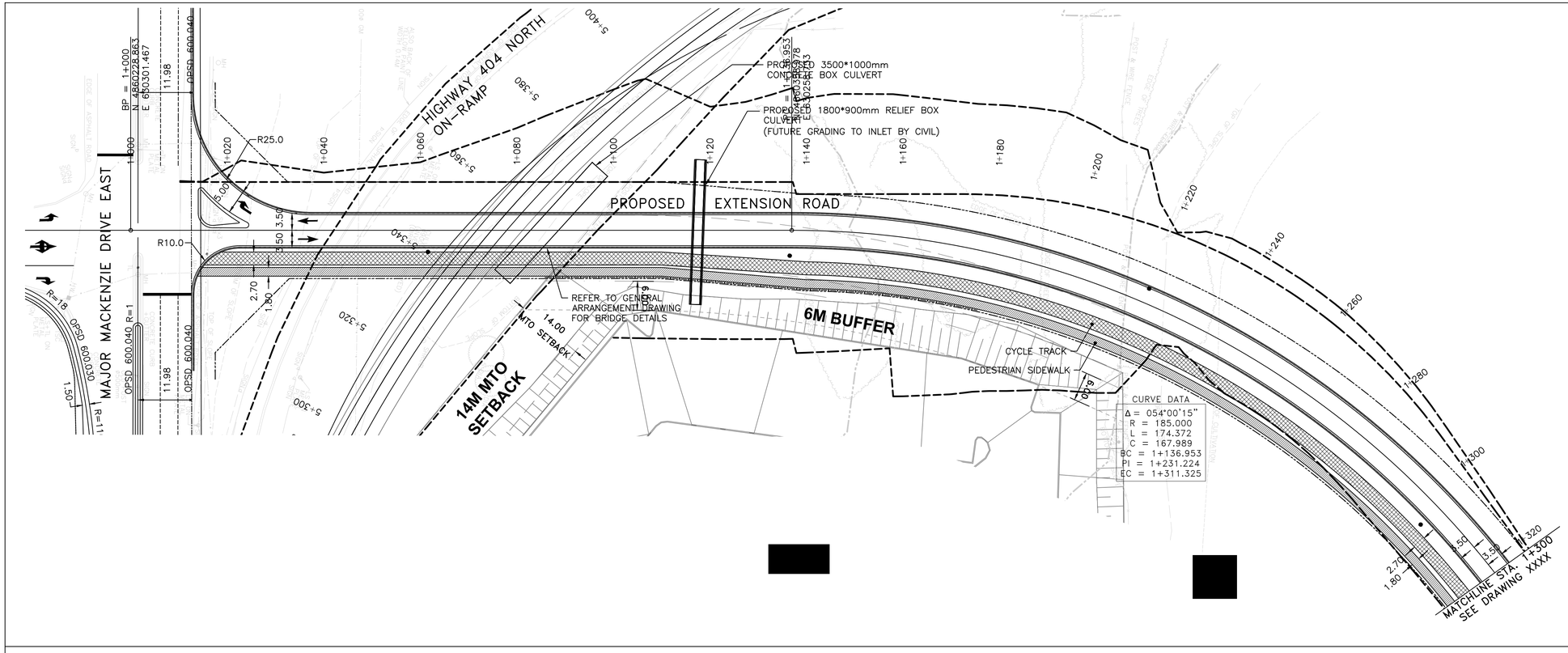
From: Voytenkov, Catherine
Sent: Wednesday, November 13, 2024 3:26 PM
To: Ostler, Andrew <aostler@GFNET.com>; Olivier, Eric J. <eolivier@GFNET.com>; [redacted]; Miljus, Alexia L <amiljus@GFNET.com>; [redacted]; Chong, Laura <LChong@markham.ca>; [redacted] May, Evan <emay@GFNET.com>
Cc: Ho, Gale <gho@GFNET.com>
Subject: 404 Major Mac and Markland - EA Addendum - Alignment Discussion
When: Thursday, November 14, 2024 10:00 AM-10:30 AM.
Where: Microsoft Teams Meeting

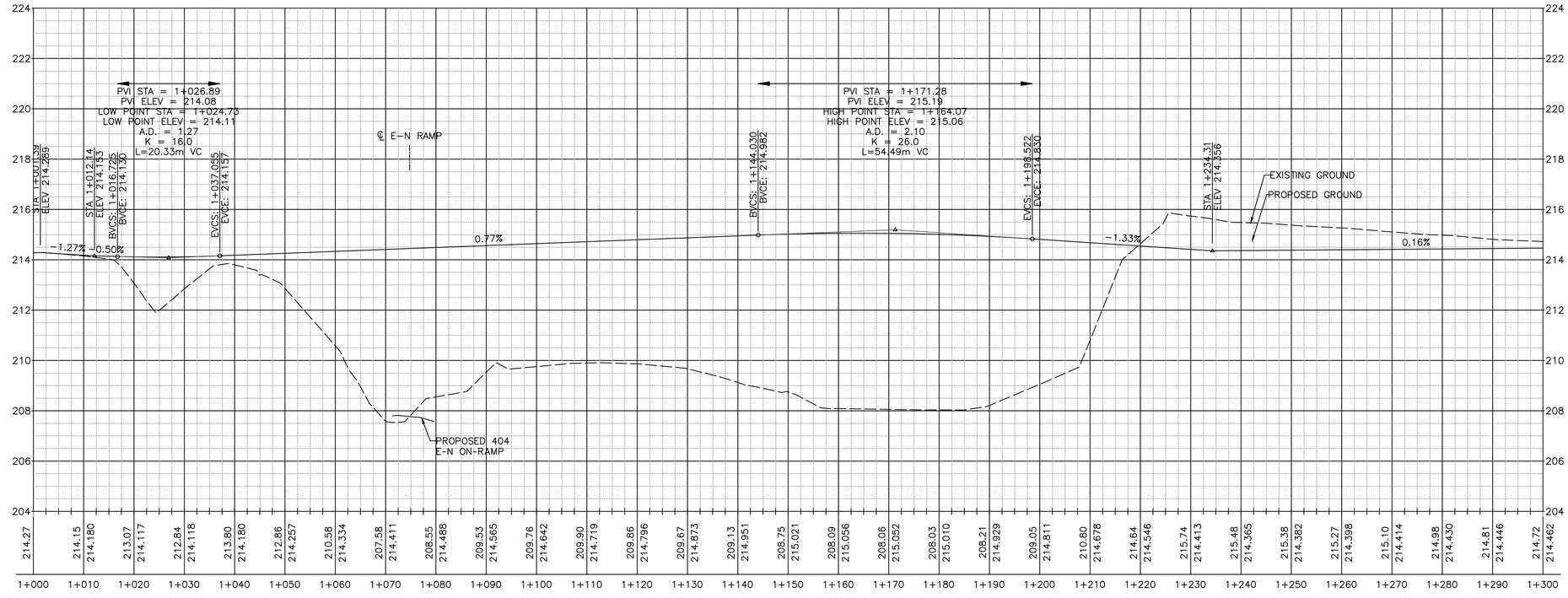
Microsoft Teams Need help?

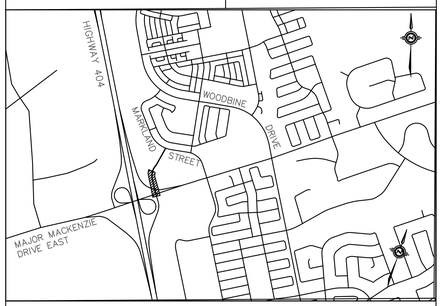
[redacted]

Dial in by phone

[redacted]







LEGEND:

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1.	PRELIMINARY DESIGN	11/07/2024

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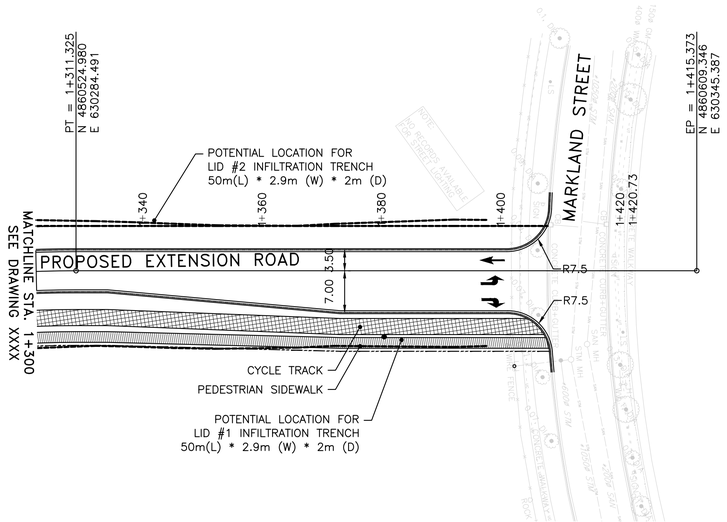
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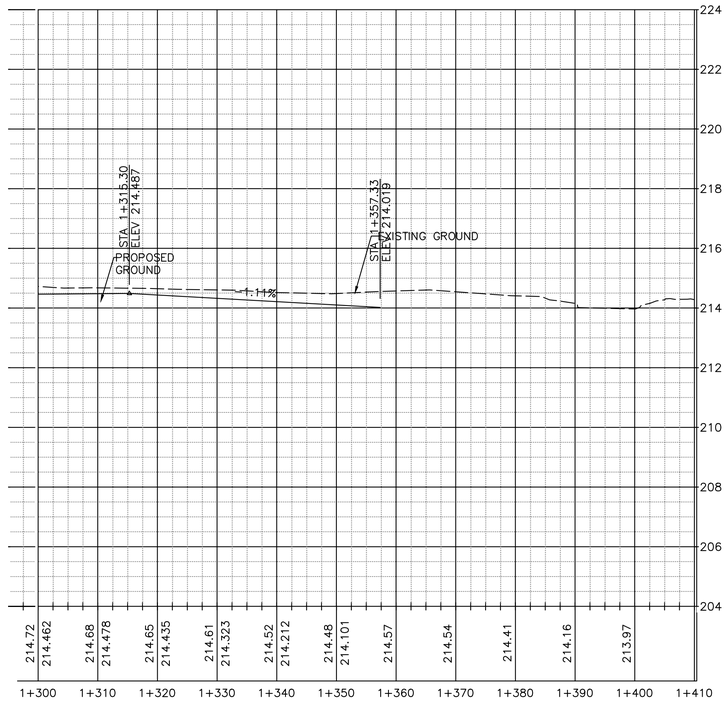
HIGHWAY 404 OFF RAMP EXTENSION

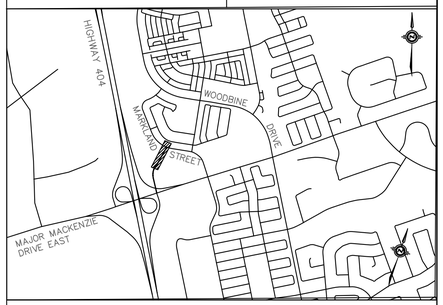
GANNETT FLEMING

PLAN AND PROFILE -
EXTENSION ROAD
1+000 - 1+300

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HORIZONTAL SCALE: 1:500		DRAWING NO. R1
VERTICAL SCALE: 1:100		
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1.	PRELIMINARY DESIGN	11/07/2024

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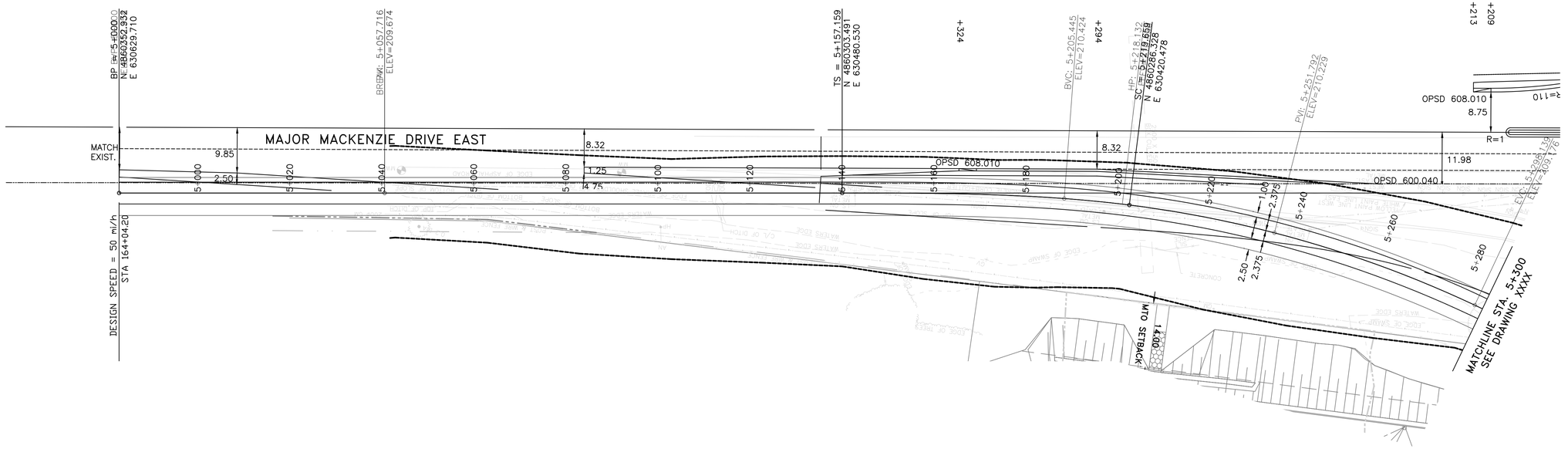
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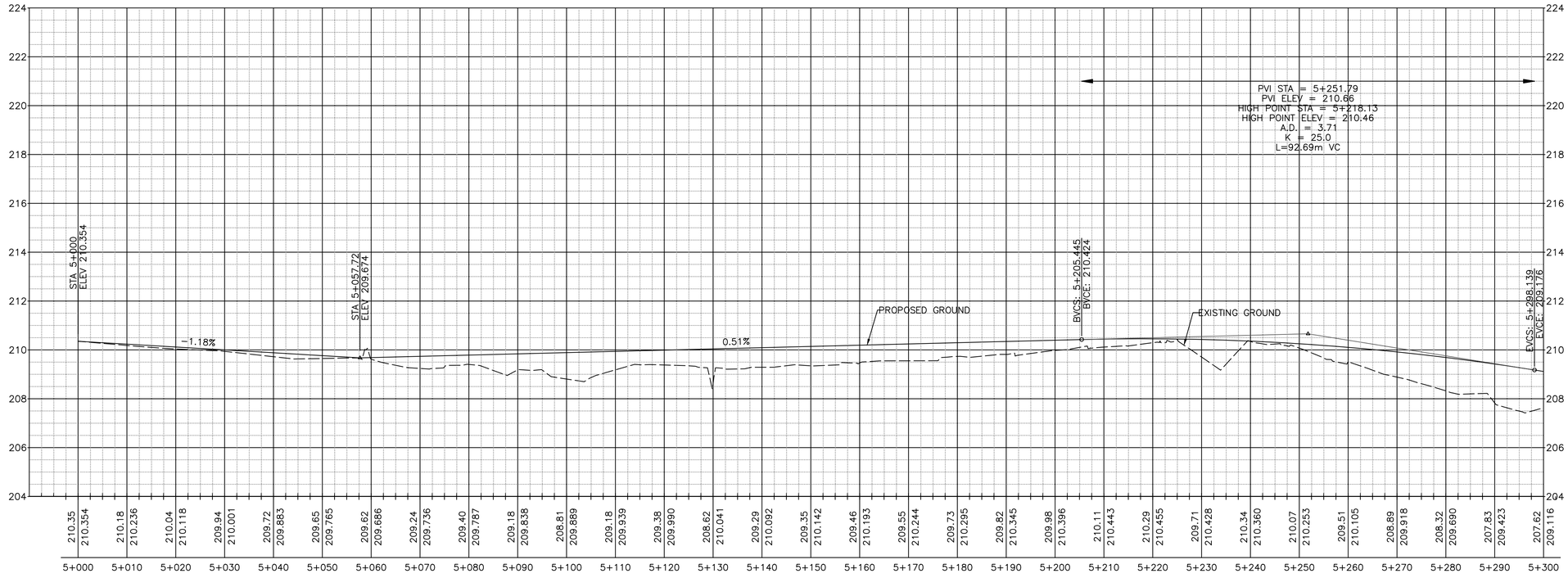
HIGHWAY 404 OFF RAMP EXTENSION

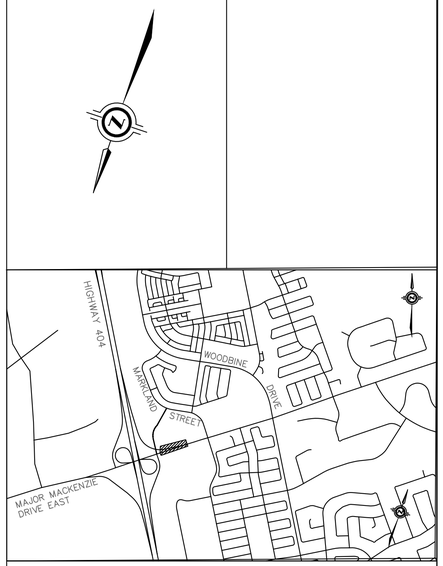
GANNETT FLEMING

PLAN AND PROFILE -
EXTENSION ROAD
1+300 - 1+410

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DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R2
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	







LEGEND:

- PROPERTY LINE
- HAND RAIL
- GRADING LIMIT

NOTES:

No.	DESCRIPTION	DATE
5		
4.		
3.		
2.		
1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

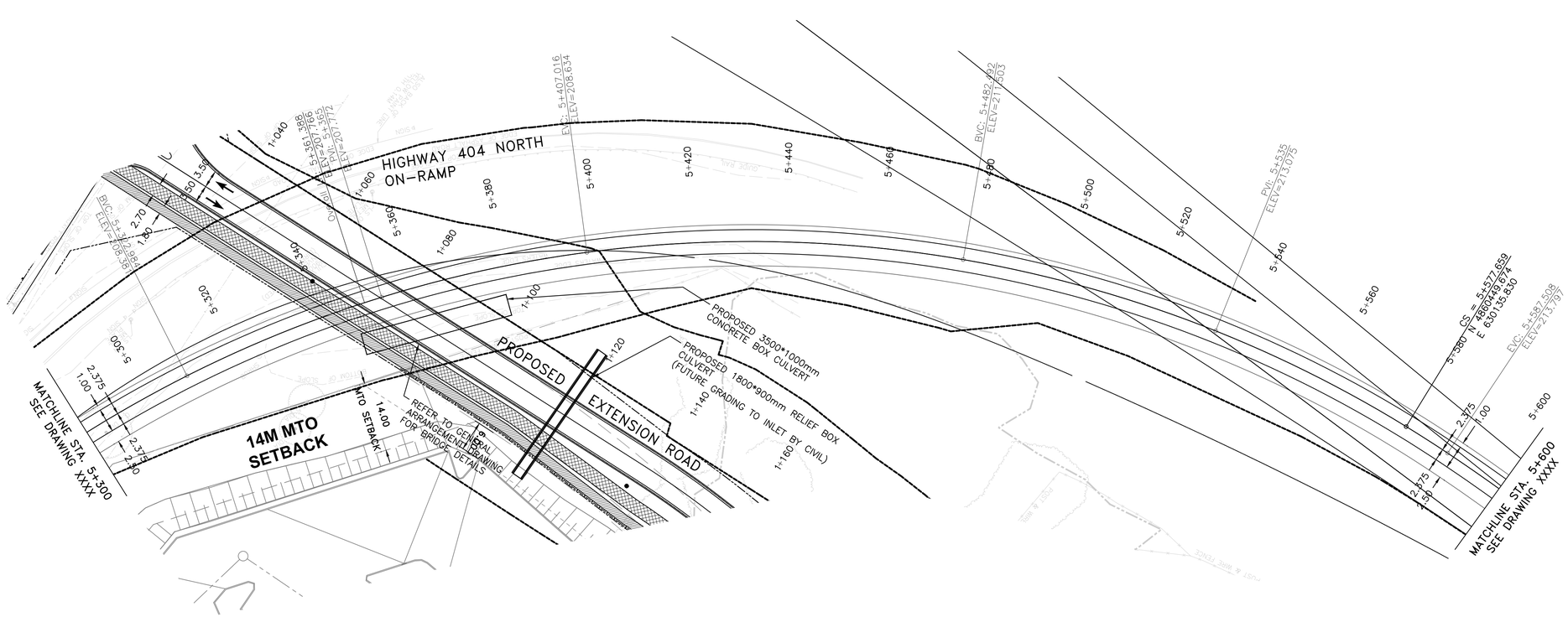
THE CORPORATION OF THE CITY OF MARKHAM
ENGINEERING DEPARTMENT

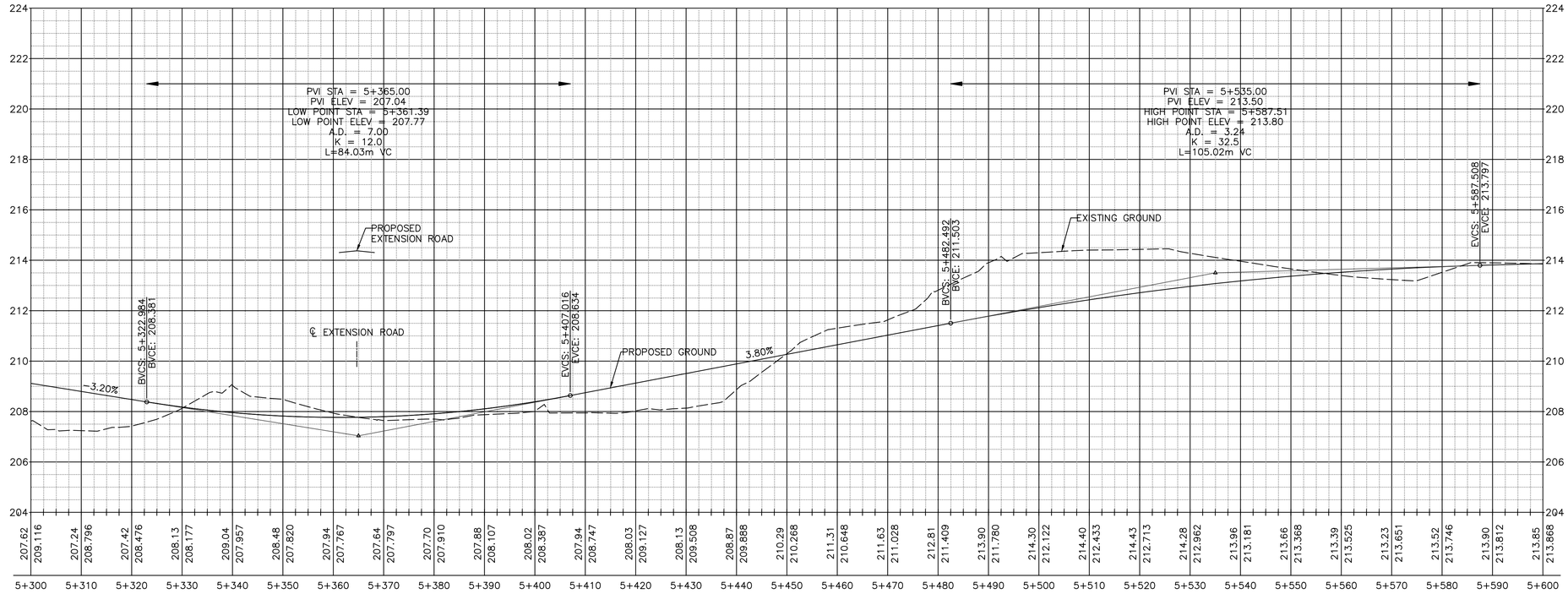
HIGHWAY 404 OFF RAMP EXTENSION

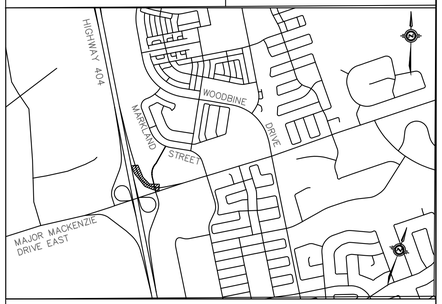
GANNETT FLEMING

PLAN AND PROFILE -
HIGHWAY 404 E-N RAMP
STA. 5+000 - 5+300

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R3
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	







LEGEND:

- PROPERTY LINE
- HAND RAIL
- GRADING LIMIT

NOTES:

No.	DESCRIPTION	DATE
5		
4.		
3.		
2.		
1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

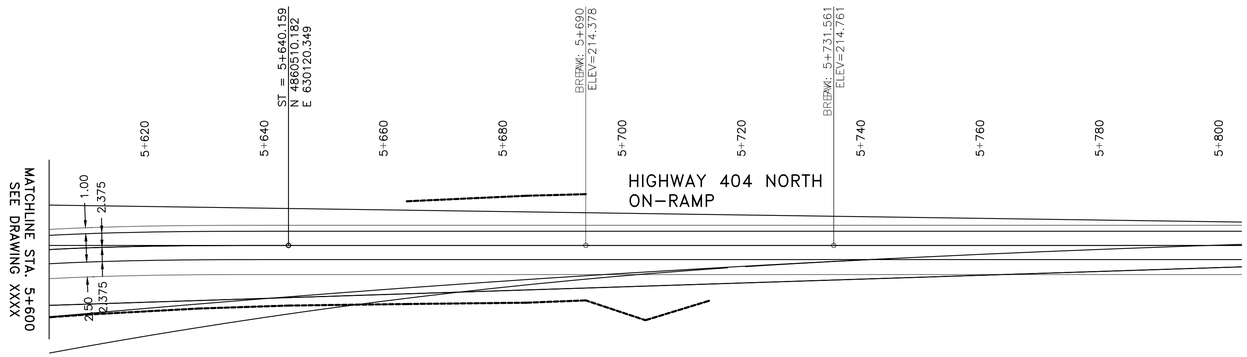
THE CORPORATION OF THE CITY OF MARKHAM
ENGINEERING DEPARTMENT

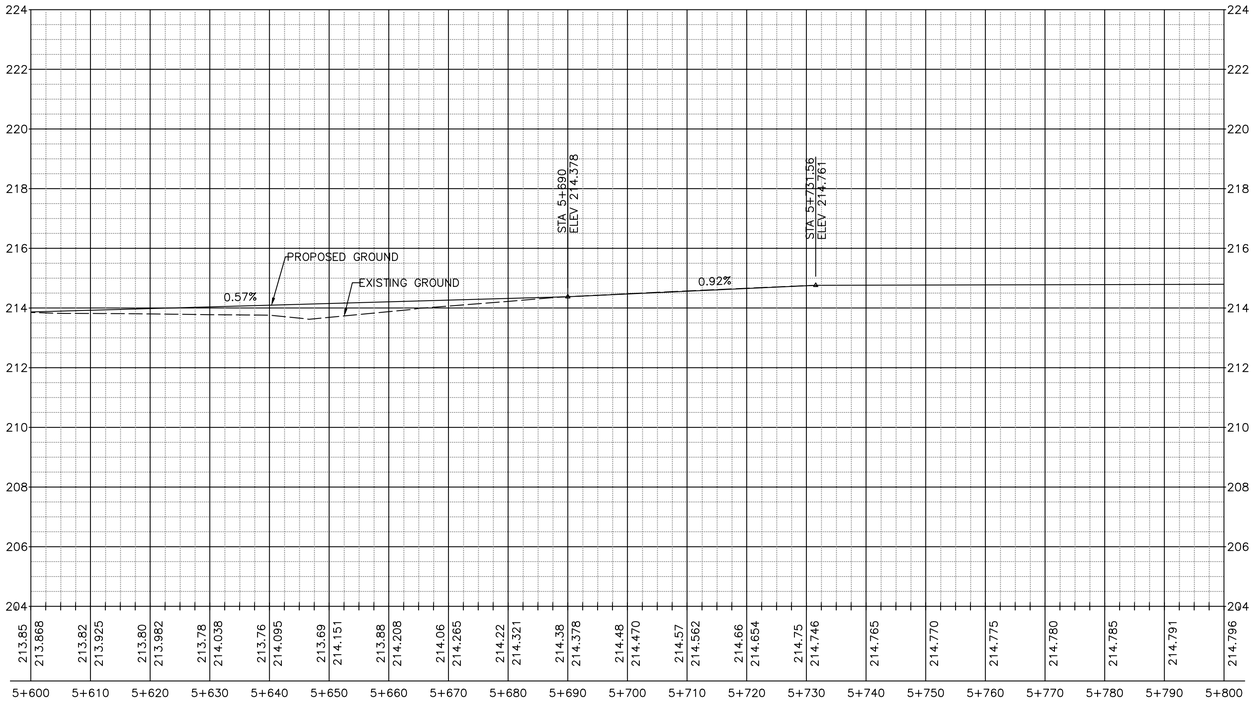
HIGHWAY 404 OFF RAMP EXTENSION

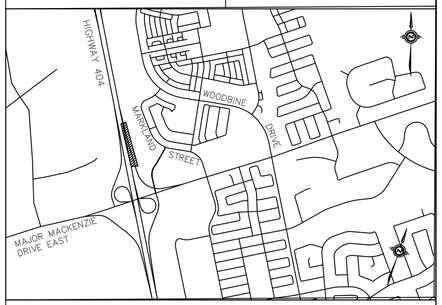
GANNETT FLEMING

PLAN AND PROFILE -
HIGHWAY 404 E-N RAMP
STA. 5+300 - 5+600

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R4
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	







LEGEND:

PROPERTY LINE

HAND RAIL

GRADING LIMIT

NOTES:

No.	DESCRIPTION	DATE
5		
4.		
3.		
2.		
1.	PRELIMINARY DESIGN	11/07/2024

REVISIONS

THE CORPORATION OF THE CITY OF MARKHAM
ENGINEERING DEPARTMENT

HIGHWAY 404 OFF RAMP EXTENSION

GANNETT FLEMING

PLAN AND PROFILE -
HIGHWAY 404 E-N RAMP
STA. 5+600 - 5+800

DESIGNED BY:	CHECKED BY:	PROJECT NO.
DRAWN BY:	CHECKED BY:	
HORIZONTAL SCALE: 1:500	0 10 20 25m	DRAWING NO. R5
VERTICAL SCALE: 1:100	0 2 4 5m	
DATE:	CITY FILE NO.:	

From: [redacted]
Sent: Thursday, November 14, 2024 10:30 AM
To: Voytenkov, Catherine
Cc: Ostler, Andrew; Miljus, Alexia L; [redacted]; Leung, Andrea; Chong, Laura; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine and team, thank you for joining our call.

Can you please send us the design you had presented on your screen so we can circulate to our team?

Thank you,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

This email, including any attachments, is for the sole use of the intended recipient and may contain confidential information. If you are not the intended recipient, please immediately notify us by reply email or by telephone, delete this email and destroy any copies.

From: [redacted]
Sent: November 13, 2024 2:26 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; [redacted] Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum

Hi Catherine and team,

We were hoping to have a quick discussion with you to talk about the overpass alignment adjacent to our site at 404 & Major Mac. Can you please work with your team and [redacted] from our office to coordinate a 30 minute teams call?

Thank you for your help,

_____

[redacted]

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From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: November 7, 2024 10:51 AM
To: [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; [redacted]
Subject: Re: 404 Major Mac and Markland - EA Addendum

Caution: External Sender

Good Morning [redacted]

Is it possible for you to provide us the CAD for the grading plan, per attached.

Also, do you have a proposed DTM handy?

Thanks!

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Principal Project Manager

Gannett Fleming TranSystems
C 416.669.5246

From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: Thursday, October 31, 2024 12:42 PM
To: [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; [redacted]
Subject: Re: 404 Major Mac and Markland - EA Addendum

Please see attached.

From: [redacted]
Sent: Thursday, October 31, 2024 10:13 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>; [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Catherine. Do you happen to have the CAD files also?

_____

[redacted]

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From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: October 31, 2024 8:43 AM
To: [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>
Subject: Re: 404 Major Mac and Markland - EA Addendum

Caution: External Sender

Good Morning [redacted]

Please find the attached for your information. Kindly note that they are DRAFT and are being reviewed internally and externally.

Best regards,

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Principal Project Manager

Gannett Fleming TranSystems
C 416.669.5246

From: [redacted]
Sent: Friday, October 25, 2024 10:04 AM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>
Subject: RE: 404 Major Mac and Markland - EA Addendum

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Morning Catherine,
Just wanted to send a follow up to my email below. Please let us know where things are at with the overpass design drawings etc.

Thanks,

_____

[redacted]

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From: [redacted]
Sent: October 16, 2024 12:03 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; [redacted]
Cc: Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>
Subject: RE: 404 Major Mac and Markland - EA Addendum

Hi Catherine,
Just wanted to follow up to see if there were any design plans for the overpass that you can share with us yet?
Thanks,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: August 29, 2024 11:42 AM
To: [redacted]
Cc: [redacted]>; Ostler, Andrew <aostler@GFNET.com>; Miljus, Alexia L <amiljus@GFNET.com>; Leung, Andrea <aleung@GFNET.com>; Chong, Laura <LChong@markham.ca>
Subject: RE: 404 Major Mac and Markland - EA Addendum

Caution: External Sender

Hi [redacted]

Please note that we are still in the process of validating the alignment. We are targeting to have updated preliminary alignment/layout in a month's time and will keep you posted.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager & Principal Project Manager
Gannett Fleming TranSystems
C 416.669.5246

From: [redacted]
Sent: Wednesday, August 28, 2024 4:47 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: RE: 404 Major Mac and Markland - EA Addendum

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catharine, I just left you a voice mail on your cell as well. Following up on the bypass design, have you made any progress on this? Even if you have some preliminary plans it would be great for us to review given our work on the [redacted] site….

Regards,

[redacted]

[redacted]

[redacted]

NOTE: This e-mail is intended only for the named recipient(s) above and may contain information that is privileged and/or confidential . If you have received this message in error, or are not the named recipient(s), please notify the sender immediately and delete this e-mail.

From: [redacted]
Sent: Wednesday, August 28, 2024 4:12 PM
To: [redacted]
Subject: FW: 404 Major Mac and Markland - EA Addendum

See below for the consultant working on the over-pass design.

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: May 29, 2024 3:09 PM
To: [redacted]
Cc: [redacted] Chong, Laura <LChong@markham.ca>
Subject: RE: 404 Major Mac and Markland - EA Addendum

Caution: External Sender

Hi [redacted]

We are still carrying out the Transportation Study and Geotechnical Investigation. As such, the design drawings will be likely updated late summer/fall of this year.

Thanks,
Catherine
Gannett Fleming
C 416.669.5246

***Vacation Alert:* June 3rd to June 14th (Inclusive)**

From: [redacted]
Sent: Monday, May 27, 2024 3:31 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Cc: [redacted]
Subject: 404 Major Mac and Markland - EA Addendum

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine

Hope all is well. Just wanted to check in to see if you had an update on the EA Addendum for the By Pass at Major Mac and Markland. Do you have any design drawings available yet?

Hoping to get any update you may have. Thank you kindly,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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EXTERNAL *CAUTION: External email. Do not click links or open attachments unless you recognize the sender and the senders email and know the content is safe.*

NORTH ARROW

MARKLAND STREET

BUILDING A
±50,355 SF
FFE=211.10

FUTURE COMMERCIAL DEVELOPMENT
(±8.29 ACRES)

EXISTING SITE
±1.46 ACRES
±10,638 SF
61 CARS
5.73/1000SF
NOT PART OF APPLICATION

6M BUFFER

MTO SETBACK

MTO SETBACK

EX HWY 404 NB ON-RAMP

MAJOR MACKENZIE DRIVE

ASSUMED FUTURE RIGHT-OF-WAY (DESIGN BY OTHERS, FINAL DESIGN AND TIMING (UNKNOWN)

ASSUMED FUTURE RIGHT-OF-WAY (DESIGN BY OTHERS, FINAL DESIGN AND TIMING UNKNOWN)

ASSUMED BRIDGE OVER HWY 404 ON RAMP

PROPOSED PYLON SIGN (REFER TO SITE PLAN)

PROPOSED TRANSFORMER (REFER TO ELECTRICAL PLANS)

PROPOSED PYLON SIGN (REFER TO SITE PLAN)

MATCH TO EXISTING AT PROPERTY LINE (3:1 MAX SLOPE)

MATCH TO EXISTING (3:1 MAX SLOPE)

MATCH TO EXISTING SIDEWALK

EXISTING DROPPED CURB TO REMAIN. REMOVE AND REPLACE EXISTING SIDEWALK, LANDSCAPED AREA AND SOIL AS NEEDED FOR PROPOSED HEAVY DUTY ASPHALT

100m - BIOSWALE @ 1% PER DETAIL ON SD

100m - BIOSWALE @ 1% PER DETAIL ON SD. BASE OF BIOSWALE TO BE SLOPED TO MATCH TYPICAL OFFSET FROM FINISHED GRADE

1m CURB CUT (TYP)

TREE PROTECTION FENCE

EX. LIGHT STANDARD

EX. TRANSFORMER

EX. PEDESTAL

VALVE CHAMBER TOP: 212.39

METER CHAMBER TOP: 212.30

NOTE: IF THE RETAINING WALL EXCEEDS ONE METRE IN EXPOSED HEIGHT AND IS ADJACENT TO SPACE USED BY THE PUBLIC, ADJACENT TO ACCESS POINTS, TO A BUILDING OR PRIVATE PROPERTY TO WHICH THE PUBLIC IS ADMITTED, A BUILDING PERMIT IS REQUIRED. THE APPLICANT MUST CONTACT THE CITY OF MARKHAM'S BUILDING DEPARTMENT TO DETERMINE THE REVIEW, CERTIFICATION, PERMIT ISSUANCE AND INSPECTION PROCESS.

300mm DEPTH OF 100-200mmØ RIPRAP OVER TERRAFIX 400R

PROP. 45m WALL TO BE DESIGNED BY OTHERS (3.2m MAX HEIGHT)

LEGEND

× 100.00	PROPOSED PAVEMENT ELEVATION
× 100.00(TC)	PROPOSED TOP OF CURB ELEVATION
× 100.00(TW)	PROPOSED TOP OF WALL ELEVATION
× 100.00(BW)	PROPOSED BOTTOM OF WALL ELEVATION
× 100.00(SW)	PROPOSED SWALE CENTRELINE ELEVATION
× 100.00	FUTURE CENTRELINE ROAD GRADE (PER ESA DATED SEPT 2009 BY OTHERS)
× XXX.XX(EX)	PROPOSED ELEVATION TO MATCH EXISTING ELEVATION
	PROPOSED STORM MANHOLE (SIZE AS SHOWN)
	PROPOSED STORM CATCHBASIN MANHOLE (SIZE AS SHOWN)
	PROPOSED CATCHBASIN
	PROPOSED DOUBLE CATCHBASIN
	EXISTING STORM MANHOLE
	EXISTING STORM CATCHBASIN MANHOLE
	EXISTING CATCHBASIN
	EXISTING DOUBLE CATCHBASIN
	PROPOSED SANITARY MANHOLE (SIZE AS SHOWN)
	EXISTING SANITARY MANHOLE
	PROPOSED HYDRANT AND VALVE
	PROPOSED VALVE AND BOX
	EXISTING HYDRANT
	EXISTING VALVE AND BOX
	DIRECTION OF EMERGENCY OVERLAND FLOW
100.00	EXISTING CONTOUR
	PROPOSED BARRIER CURB
	PROPOSED CURB AND GUTTER (OPSD 600.060)
	PROPERTY BOUNDARY
	PROPOSED 3:1 MAX SLOPING

REVISION BLOCK

#	DATE	DESCRIPTION
1	01/12/24	ISSUED FOR SPA
2	08/29/24	ISSUED FOR SPA

REGISTERED PROFESSIONAL ENGINEER
B.JACKSON
100210382
PROVINCE OF ONTARIO

METRIC SCALE
0 5 10 20
1:500

SITE GRADING PLAN

MARKLAND STREET & MAJOR MACKENZIE DRIVE
MARKHAM, ONTARIO

CHECKED BY: RA
DRAWN BY: BC
PROJECT No: 21566

SGP

From: [redacted]
Sent: Thursday, March 28, 2024 3:57 PM
To: Chong, Laura
Cc: Catherine Voytenkov; Wat, Samson; 01-Roberts, Andrew; [redacted]; David Jackson; Ostler, Andrew
Subject: RE: Hwy 404 Extension EA / 710 Markland Street - Meeting Minutes
Attachments: Phase I Environmental Site Assessment Report - 2017 10 06 (1).pdf; 21464383 (1000) REP Phase One ESA Markham [redacted] 2021'05'28 - DRAFT.pdf

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Laura,

_____

[redacted]

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: Chong, Laura <LChong@markham.ca>
Sent: March 28, 2024 3:39 PM
To: [redacted]
Cc: Voytenkov, Catherine <cvoytenkov@gfnet.com>; Wat, Samson <SWat@markham.ca>; Roberts, Andrew <anroberts@gfnet.com>; [redacted] Jackson, David <dajackson@gfnet.com>; Ostler, Andrew <aostler@gfnet.com>
Subject: RE: Hwy 404 Extension EA / 710 Markland Street - Meeting Minutes

Good afternoon [redacted]

We have reviewed the ESA that was submitted as part of [redacted] submission as we are looking for borehole data that we can use as supplementary data to inform our Phase II ESA for the EA addendum. Can you please share the following two reports that were reference in your most recent ESA submission?

- "*Phase I Environmental Site Assessment, 2938 Major Mackenzie Drive, Markhan Property ID: 3110*" file number 201085, prepared by Pinchin for Choice Proper Estate Investment Trust, dated October 2017 ("2017 Phase I ESA"); and,
- "*Phase One Environmental Site Assessment, 2938 Major Mackenzie Drive, M Ontario*" project number 21464383, prepared by Golder for Fieldgate Commerc May 2021 ("2021 Phase One ESA").

Please let me know if you would like to discuss this request further.

Thank you and have a lovely long weekend.

Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000 Ext. 3136
M: 647.740.1687
F: 905.479.7771
lchong@markham.ca

Connect with us:

From: [redacted]
Sent: Tuesday, January 30, 2024 10:15 AM
To: Chong, Laura <LChong@markham.ca>
Cc: Voytenkov, Catherine <cvoytenkov@gfnet.com>; Wat, Samson <swat@markham.ca>; Roberts, Andrew <anroberts@gfnet.com>; [redacted] Jackson, David <dajackson@gfnet.com>; Ostler, Andrew <aostler@gfnet.com>
Subject: Re: Hwy 404 Extension EA / 710 Markland Street - Meeting Minutes

Hi Laura,
See attached CAD file of the topo.

Thanks,

[redacted]

[redacted]

On Jan 30, 2024, at 10:00 AM, Chong, Laura <LChong@markham.ca> wrote:

Good morning [redacted]

Are you able to share the CAD version of the topo survey? It would help conduct our SWM analysis and we would be happy to share our results with you once complete. Note that we (GF) would not use this for formal drawings.

Thank you,

Laura Chong, RPP, MCIP| Project Manager - Engineering | Transportation Policy and Strategy
City of Markham
101 Town Centre Boulevard, Markham, ON L3R 9W3
T: 905.477.7000 Ext. 3136
M: 647.740.1687
F: 905.479.7771
lchong@markham.ca

OUT OF OFFICE ALERT: January 31 – February 9 inclusive

<image001.png>

<image003.jpg>

Connect with us:
<image004.jpg>

<image005.jpg>

<image006.jpg>

<image007.jpg>

<image008.jpg>

<image009.jpg>

<image010.jpg>

<image011.jpg>

From: [redacted]
Sent: Tuesday, January 23, 2024 2:50 PM
To: Voytenkov, Catherine <cvoytenkov@GFNET.com>; Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Roberts, Andrew <anroberts@GFNET.com>; [redacted]
Cc: Jackson, David <dajackson@GFNET.com>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: Hwy 404 Extension EA / 710 Markland Street - Meeting Minutes

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Hi Catherine,

For your review please see attached comments received from TRCA from our 1st and 2nd rezoning submissions. Please note, the first set of comments have been addressed. The 2nd set of comments are being worked on as we are trying to set up a meeting to discuss with the TRCA on Feb 1st. The MTO has not commented on our application.

Our latest topographic survey attached for your use as well.

Let us know if you require anything further. thanks,

_____

[redacted]

[redacted]

VACATION ALERT: please note I will be away from January 26th, 2024 and returning on February 5th, 2024.

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

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From: Voytenkov, Catherine <cvoytenkov@GFNET.com>
Sent: January 23, 2024 1:25 PM
To: Chong, Laura <LChong@markham.ca>; Wat, Samson <swat@markham.ca>; Roberts, Andrew <anroberts@GFNET.com>; [redacted]

Cc: Jackson, David <dajackson@GFNET.com>; Ostler, Andrew <aostler@GFNET.com>
Subject: RE: Hwy 404 Extension EA / 710 Markland Street - Meeting Minutes

Good Day [redacted]/[redacted]

Happy New Year.

Please find the attached meeting minutes.

A couple of items for your action/consideration:

1. Could [redacted] share comments received from TRCA and MTO thus far for our context?
2. [redacted] to review whether their 2023 topographic survey can be shared with City and GF.

Many thanks,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

-----Original Appointment-----
From: Chong, Laura <LChong@markham.ca>
Sent: Wednesday, December 13, 2023 1:31 PM
To: Chong, Laura; Wat, Samson; Voytenkov, Catherine; Roberts, Andrew; [redacted]
Subject: Hwy 404 Extension EA / 710 Markland Street
When: Thursday, December 21, 2023 9:30 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The purpose if this meeting is to get a better understanding of the proposed development on [redacted]

Some initial questions for our discussion and for [redacted] team to think about prior to our meeting includes:

1. Where are the developers in the TRCA review process?
2. Any feedback from TRCA, York Region, MTO, and city internal stakeholders (specifically drainage/servicing/property/easement)?
3. What is the design and construction schedule for this development? We want to have a better understanding of how the EA Addendum and DD will correlate to their schedule/plan.
4. What and when does the developer need from the city/us with regards to the road extension/ramp realignment?

Thank you,
Laura

PLAN OF SURVEY WITH TOPOGRAPHY OF

PART OF LOT 21
CONCESSION 3
CITY OF MARKHAM

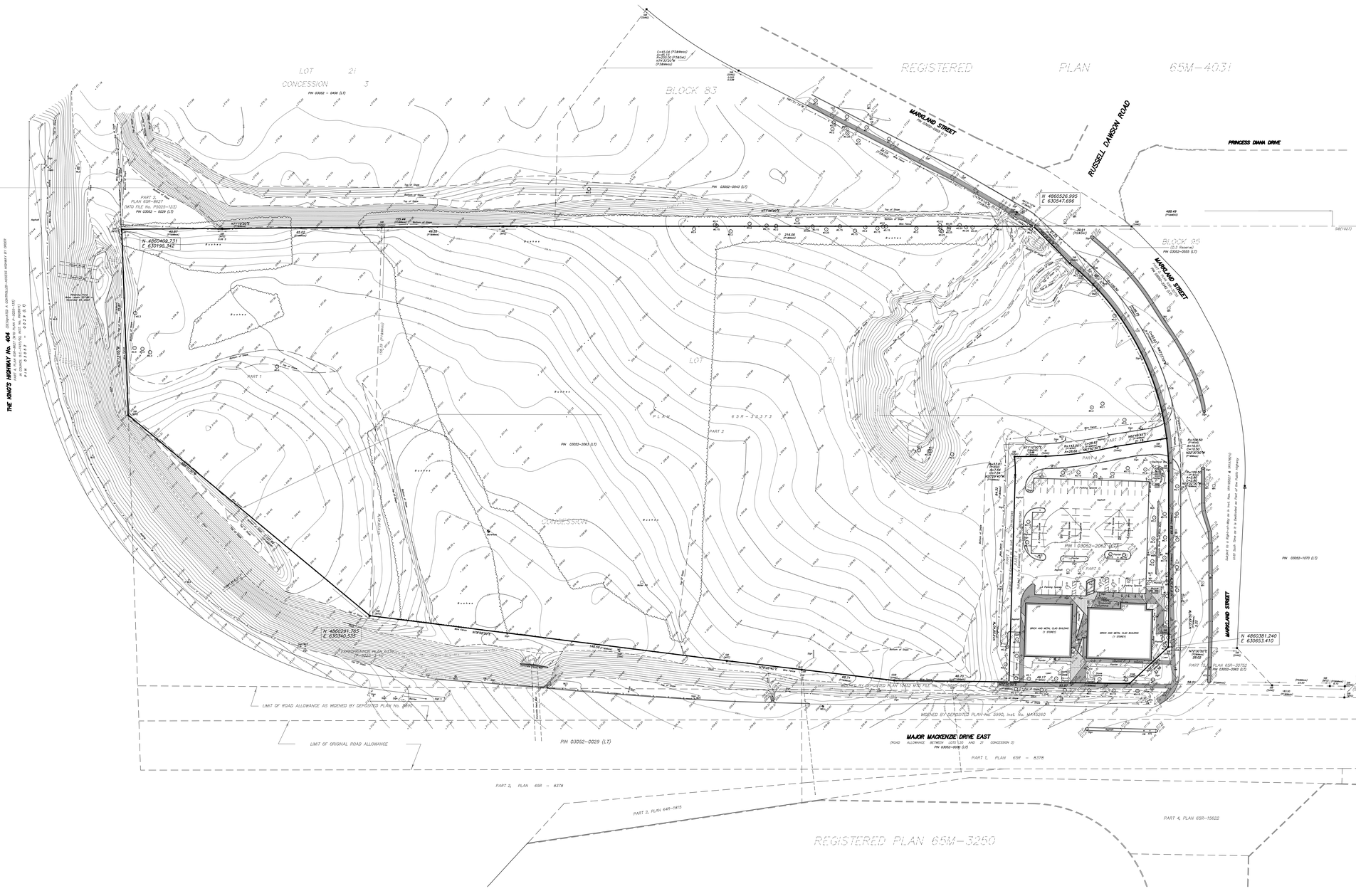
FORMERLY TOWN OF MARKHAM
COUNTY OF YORK
REGIONAL MUNICIPALITY OF YORK

SCALE 1 : 600

10 0 5 10 15 20 25 30 40 50 metres

SPEIGHT, VAN NOSTRAND & GIBSON LIMITED
ONTARIO LAND SURVEYORS
2023

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ELEVATION NOTE

ELEVATIONS ARE GEODETIC AND ARE DERIVED FROM THE TOWN OF MARKHAM BENCHMARK No. M–11–001

LOCATION :

GALVANIZED IRON PIPE WITH BRASS CAP BENCHMARK ON NORTH SIDE OF MAJOR MACKENZIE DRIVE, 2.0 KM SOUTH OF JUNCTION OF WOODBINE AVENUE AND ELGIN MILLS ROAD IN THE HAMLET OF VICTORIA SQUARE, 0.8 KM WEST ALONG MAJOR MACKENZIE DRIVE EAST, 1.3KM EAST OF LESLIE STREET AND 64.6M NORTH OF CENTRE LINE OF MACKENZIE DRIVE EAST. BENCHMARK SET 1.6 M WEST OF PROPERTY LINE FENCE AND IS MARKED BY A STEEL POST, 30CM WEST OF BENCHMARK

ELEVATION:

PUBLISHED ELEVATION = 208.073 metres.

BEARING NOTE

BEARINGS ARE UTM GRID BEARINGS, DERIVED FROM SPECIFIED CONTROL POINTS 00819650340 AND 00819790517, UTM ZONE 17, CENTRAL MERIDIAN 81°W LONGITUDE NAD 83 (CSRS) (ORIGINAL).

SPECIFIED CONTROL POINTS (SCP's); UTM ZONE 17, CENTRAL MERIDIAN 81°W LONGITUDE NAD 83 (CSRS) (ORIGINAL).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF O. REG 216/10

POINT ID	NORTHING	EASTING
SCP 00819650340	4861357.887	629865.670
SCP 00819790517	4860164.741	630145.076

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.9997788.

LEGEND

■	DENOTES	SURVEY MONUMENT FOUND
□	–	SURVEY MONUMENT PLANTED
WIT	–	WITNESS MONUMENT
SIB	–	STANDARD IRON BAR
SSIB	–	SHORT STANDARD IRON BAR
IB	–	IRON BAR
CC	–	CUT CROSS
N,S,E,W	–	NORTH, SOUTH, EAST, WEST
OU	–	ORIGIN UNKNOWN
SVNG	–	SPEIGHT, VAN NOSTRAND & GIBSON LIMITED, O.L.S.
MTO	–	MINISTRY OF TRANSPORTATION OF ONTARIO
1027	–	V. RAENO, O.L.S.
P1	–	PLAN 65R–33373
P2	–	PLAN 65R–30752
P3	–	PLAN 65R–29238
ATS	–	AUTOMATIC TRAFFIC SIGNAL
B	–	BOLLARD
BB	–	BELL BOX
CB	–	CATCH BASIN
CHP	–	CONCRETE HYDRO POLE
CLS	–	CONCRETE LIGHT STANDARD
FF	–	FLOOR FINISH
GM	–	GAS METER
GUY	–	GUY WIRE
GV	–	GAS VALVE
HB	–	HYDRO BOX
HMH	–	HYDRO MANHOLE
HW	–	HAND WELL
HYT	–	HYDRO TRANSFORMER
ICV	–	IRRIGATION CONROL VALVE
MH	–	MANHOLE
MLS	–	METAL LIGHT STANDARD
MP	–	METAL POLE
O/H	–	OVERHEAD
WELL	–	MONITORING WELL
WMH	–	WATER MANHOLE
WV	–	WATER VALVE
○	–	DECIDUOUS TREE
✲	–	CONIFEROUS TREE
	–	CONCRETE
	–	BRICK

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON NOVEMBER 30, 2023

DATE : DECEMBER 5, 2023

ADAM J. WEXWELL
ONTARIO LAND SURVEYOR

SPEIGHT, VAN NOSTRAND & GIBSON LIMITED
ONTARIO LAND SURVEYORS
750 OAKDALE ROAD, Unit 65 & 66
TORONTO, ONTARIO M3N 2Z4
TEL. 416 749–SVNG(7864) FAX 416 749–7866
E–Mail : toronto@svng.on.ca

ASSOCIATION OF ONTARIO LAND SURVEYORS
CERTIFICATE OF AUTHORIZATION
V–65284

DRAWN :	F.P.B./I.K./M.M.	FILE NAME :	A2300181.DWG
CHECKED :	A. J. W.	PLOT SCALE :	MET. 1=0.6
JOB No. :	230–0181	PLOTTED :	DEC 5, 2023
REF. No. :	139–Con 3 Markham	UPDATED :	

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR

Regulation 1026, Section 29(3)

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

A0 (840x1188)

From: [redacted]
Sent: Tuesday, May 30, 2023 10:17 AM
To: Catherine Voytenkov; [redacted]
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE
Attachments: Permission to Enter Agreement 404 Major Mac.pdf

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Catherine,

Please see attached signed permission to enter agreement. Let me know if there's anything else you require.

Thanks,

[redacted]

From: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Sent: May 24, 2023 5:57 PM
To: [redacted]
Subject: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Good Day [redacted],

Could you review the attached form and provide signatures.

For now, we are looking at Natural Environmental Assessment and Topographic Survey Work.

Thanks,

Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming | 200 Bay Street Suite 1600, Toronto, Ontario M5J 2J3
C 416.669.5246 | cvoytenkov@gfnet.com
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Loblaws OMB Settlement

GANNETT FLEMING

SC06 117834

MINUTES OF SETTLEMENT
OMB File 050100
Dated Dec 2005

FL050617

ONTARIO MUNICIPAL BOARD
Commission des affaires municipales de l'Ontario

Loblaw Properties Limited has appealed to the Ontario Municipal Board under subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to the Official Plan for the Town of Markham to include provisions in Amendment No.42 to the Town of Markham Official Plan (the Cathedral Community Secondary Plan) to facilitate an integrated retail commercial development with retail, office and service uses, including two individual retail commercial facilities greater than 6,000 square metres, as well as gas bar and car wash facilities within the Business Corridor and Community Amenity/Business Area designations on lands described as Part of Lot 21, Concession 3, Town of Markham, Regional Municipality of York, which is located on a 16.5 hectare parcel of land on the north side of Major Mackenzie Drive between Highway 404 and Woodbine Avenue, for the purpose of permitting the development of the lands for a mix of retail (a new Loblaws store), service and office uses
Approval Authority File No. CP 04 010024
O.M.B. File No. O050100

Loblaw Properties Limited has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 177-96, as amended, of the Town of Markham to rezone a 16.5 hectare parcel of land located on the north side of Major Mackenzie Drive between Highway 404 and Woodbine Avenue from Agricultural (A1) to Business Corridor* _____ (BC* _____) exception zone, Community Amenity One* ____ (CA1* ____) exception zone and Open Space One (OS1) to permit the development of the lands for a mix of retail (a new Loblaws store), service and office uses
O.M.B. File No. 050091

MINUTES OF SETTLEMENT

AMONG:

THE CORPORATION OF THE TOWN OF MARKHAM
(hereinafter called "Markham");

- and -

LOBLAW PROPERTIES LIMITED
(hereinafter called "Loblaws");

- and -

~~FIELDGATE DEVELOPMENTS~~ ATRIA REALTY HOLDINGS LIMITED
(hereinafter called "Fieldgate")

Received Time Dec. 1. 1:24PM

WHEREAS on June 28, 2005, Loblaws purchased approximately 16.8 hectares (41.57 acres) on the north side of Major Mackenzie Drive between Highway 404 and Woodbine Avenue, and known municipally as 2933 Major Mackenzie Drive East, and more particularly described as Part Lot 21, Concession 5, Markham, consisting of Part 1, 65R-10589, except Parts 1 and 3, 65R-3070 (the "Subject Site");

AND WHEREAS Fieldgate has an unregistered beneficial interest pursuant to an Agreement of Purchase and Sale for that portion of the Subject Site located between the future extension of Markland Drive and Woodbine Avenue (the "Fieldgate Lands");

AND WHEREAS Loblaws will retain the portion of the Subject Site located between Highway 404 and the future extension of Markland Drive (the "Loblaws Lands");

AND WHEREAS on March 11, 2004, Loblaws filed an application for Official Plan Amendment (the "OPA Application") and Zoning By-law Amendment Application (the "ZBLA Application") (hereinafter referred collectively as the "Planning Applications");

AND WHEREAS on June 21, 2005, the Town of Markham (the "Town") Planning and Development Committee resolved to refuse the Planning Applications;

AND WHEREAS on June 23, 2005, Loblaws appealed the Planning Applications to the Ontario Municipal Board (the "Board");

AND WHEREAS the parties hereto have agreed to settle this matter in accordance with these Minutes of Settlement;

NOW THEREFORE in consideration of the covenants contained herein, the parties hereto agree to settle this matter as follows:

1. The parties agree to cooperate in the preparation of an Official Plan Amendment and Zoning By-law Amendment to implement a large format retail centre generally in the form set out in Appendix A hereto, except as modified herein (the "Proposed Plan"), and except as modified in the detailed site plan process to be undertaken by Fieldgate and Loblaws for their respective developments, for approval by the Ontario Municipal Board at the hearing scheduled to commence on December 5, 2005;

2. The Town will cooperate with Loblaws and Fieldgate in expediting the site plan approval process(es) with respect to the Subject Site and will approve the proposals substantially in accordance with the Proposed Plan subject to the changes required as a result of this Agreement and more particularly as set out below.

3. Loblaws will convey, at no cost and free of all encumbrances, a 20 m right-of-way to the Town in order to extend the northbound 404 off-ramp (the "Ramp") from its current terminus at Major Mackenzie through the Loblaws property to connect with Markland Drive. In the alternative, if the Town advises Loblaws and Fieldgate by June 30, 2006, or such other later date as agreed by the parties hereto, that the Ramp is not required or desirable because the Town has not been successful in including the construction costs for that part of the ramp outside the Subject Site in the Town-Wide Hard Development Charge by-law, Loblaws and Fieldgate covenant and agree to amend

Received Time Dec. 1. 3:14PM

their site plan to incorporate an extension of Nichols Boulevard north into the Subject Site, as a public right of way, free and clear of encumbrances, to the satisfaction of and at no cost to the Town.

4. Loblaws agrees to contribute $250,000.00 at the time of site plan approval, towards the Environmental Land Acquisition Reserve Fund as compensation towards the loss of a portion of the woodlot located on the Loblaws Lands.)

5. Loblaws agrees to grant a restrictive covenant to the Town in a form satisfactory to the Town Solicitor to be registered against that portion of the Loblaws Lands located between the original location of the extension of the 404 off-ramp as shown on Appendix A and Highway 404 to prohibit freestanding retail commercial uses on this property. Registration of the restrictive covenant shall occur upon the earlier of the finalization of the location of the Highway 404 off-ramp extension or site plan approval for the Loblaws Lands. The Zoning By-law will prohibit free standing retail commercial uses on this portion of the Loblaws Lands;

6. Loblaws and Fieldgate acknowledge that the Town expects a high level of urban design on these lands. Without limiting the generality of the foregoing, Loblaws agrees that the design of its store will be consistent with a corporate business park setting rather than a suburban residential design. Loblaws and Fieldgate are committed to participate in good faith with the Town of Markham and its representatives in order to arrive at an appropriate urban design for the Subject Site. Loblaws and Fieldgate propose the placement of a number of buildings at the street;

7. Loblaws agrees to construct a satellite commercial building at the northwest corner of Major Mackenzie Drive and the future extension of Markland Street prior to, or at the same time, as construction of the proposed supermarket on the Loblaws Lands. The most recent concept plan shows a building of approximately 5,000 ft². Loblaws covenants and agrees to construct a more substantial building of approximately 10,000 ft². The exact size and location of this building will be the subject of further discussions with Markham through the site plan approval process;

8. No restaurants fronting on Major Mackenzie Drive will be permitted to have a drive-thru facility. Only financial institutions fronting on Major Mackenzie Drive will be permitted to have a drive-thru facility provided such facilities are located behind the buildings. For greater certainty, the restriction on drive-thrus does not apply to the proposed supermarket on the Loblaws Lands;

9. Loblaws and Fieldgate will agree to enhanced landscaping on the property. This landscaping shall include, but not necessarily be limited to, a 6-m wide landscape strip along the Major Mackenzie Drive frontage on the Fieldgate Lands and a minimum of a 9-m wide landscape strip along Major Mackenzie Drive and the off-ramp (east side only) frontages on the Loblaws Lands. These landscape strips shall include a double row of trees;

10. Loblaws and Fieldgate agree to convey lands of up to one acre to the Town for a proposed fire station and EMS facility (the "fire station lands") at a price not to exceed $250,000 per acre, free and clear of all encumbrances, in the location generally shown on

Received Time Dec. 1. 1:34PM

the Proposed Plan, is a configuration satisfactory to the Town, in consultation with Fieldgate. The Town agrees to use its best efforts to design the proposed facility in such a way as to require as little land as possible.

11. Loblaws and Fieldgate will contribute $50,000.00, prior to execution of the first of the site plan agreements in respect of either the Fieldgate Lands or Loblaws Lands towards the implementation of traffic calming measures in the vicinity of the Subject Site. These funds may also be used by the Town to retain consultants to undertake a traffic information study to identify appropriate traffic operation solutions (i.e. signal timing, Town prohibitions). It is anticipated this study will take place within two years of the opening of the development.

12. The parties agree that these Minutes of Settlement shall be filed with the Ontario Municipal Board;

13. No parties to this agreement shall seek an award of cost against the other party or parties hereto;

14. The parties hereto agree that it is their intent to bind their successors and assigns;

15. These Minutes of Settlement may be executed in counterpart and may be circulated by facsimile to other parties.

DATED at Markham this 14th day of December, 2001.

THE CORPORATION OF THE TOWN OF MARKHAM

Per: Catherine M. Conrad, Town Solicitor

LOBLAW PROPERTIES LIMITED

Per: _____

Per: _____

~~FIELDGATE DEVELOPMENTS~~
ATRA REALTY HOLDINGS LIMITED

Received Time Dec. 1. 3:26PM

Per Jack Eisenberger

Per:

[illegible]

Received Time Dec. 1. 3:24PM

Nearby Developments - Sites B & C

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Tuesday, August 1, 2023 11:27 AM
To: [redacted]
Cc: Alberto Lim; Wat, Samson; Roberts, Andrew; Kalali, Salia
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE
Attachments: Highway 404 Off-Ramp Ext. EA ADD - Response to [redacted] [redacted].pdf

Good Morning [redacted]

Apologies for the delay. Please find attached our response letter.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Monday, July 24, 2023 5:44 PM
To: [redacted]
Cc: Alberto Lim <ALim@markham.ca>; Wat, Samson <swat@markham.ca>; Roberts, Andrew <anroberts@gfnet.com>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Good Day [redacted]

We are working with the city to finalize a response and will be in touch soon.

Thanks for your patience.

Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: [redacted]
Sent: Friday, July 21, 2023 10:19 AM
To: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Cc: Alberto Lim <ALim@markham.ca>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Catherine,

Following up on my email below. Do you have information on schedule for the field work? When will you be issuing a response to our May 11th submission?

Regards,

[redacted]

From: [redacted]
Sent: Friday, July 7, 2023 9:15 AM
To: 'Voytenkov (Jin), Catherine' <cvoytenkov@GFNET.com>
Cc: 'Alberto Lim' <ALim@markham.ca>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Hi Catherine,

Please find attached signed copies of the Permission to Enter documents.

Please provide me with dates for when the field work will be commence and end.

I also understand from Alberto that you will be providing a formal response to our May 11th, 2023 submission letter shortly.

Regards,

[redacted]

From: [redacted]
Sent: Tuesday, June 27, 2023 5:28 PM
To: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Cc: Alberto Lim <ALim@markham.ca>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Hi Catherine,

Sorry for my delayed response. I did speak to Alberto last week and provided a brief update on this.

I will give you a call tomorrow to discuss further.

Regards,

[redacted]

[redacted]

From: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Sent: Monday, June 26, 2023 12:14 PM
To: [redacted]
Cc: Alberto Lim <ALim@markham.ca>
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Good Day [redacted]

Following up on this request,

Thanks!
Catherine

From: Voytenkov (Jin), Catherine
Sent: Friday, June 9, 2023 11:54 AM
To: [redacted]
Subject: RE: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Good Morning [redacted]

A kind reminder on this request.

Let me know if you need anything else.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Wednesday, May 24, 2023 6:02 PM
To: [redacted]
Subject: Highway 404 Ramp Extension at Major Mackenzie Drive - EA Addendum - PTE

Good Day [redacted]

Could you review the attached form and provide signatures.

For now, we are looking at Natural Environmental Assessment and Topographic Survey Work.

Thanks,

Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming | 200 Bay Street Suite 1600, Toronto, Ontario M5J 2J3
C 416.669.5246 | cvoytenkov@gfnet.com
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Placeholder	
Date:	July 31, 2023
To:	[redacted] – [redacted] Steven X. Kwan, P. Eng. - BA Group Hendrik Rolleman – BA Group
From:	Alberto Lim, P.Eng. – City of Markham Catherine Voytenkov, P.Eng. – Gannett Fleming
RE:	Response to Comments from [redacted] [redacted] on the Notice of Addendum to a Previously Approved Municipal Class Environmental Assessment – Highway 404 Ramp Extension at Major Mackenzie Drive

Please find below our response to each of the comments under Section 5.0 Summary.

Comment #1 - The City is undertaking an Addendum Study for the previously completed and approved 2009 Environmental Assessment Study proposing an extension of the Highway 404 northbound off-ramp at Major Mackenzie Drive East to Markland Street.

Response #1 - Correct. The City was not able to construct the project within the 10-year time frame since the EA completion due to limited costs/benefits of the project conducted in October 2013.

Comment #2 - The rationale for this ramp extension in the 2009 EA Study was the at-capacity operations of the Major Mackenzie Drive East / Markland Street intersection for the 2021 horizon year. It is our understanding that the City does not intend to revisit the need and justification for the ramp extension as part of the Addendum Study.

Response #2 – The City communicated with the Ministry of Environment, Conservation and Parks prior to commencing the addendum to advise them of the intention to re-open the study due to the lapse of time since the Notice of Completion was issued, and due to changes within the study area related to traffic, the cultural environment and natural environment. The MECP made recommendations for additional technical studies to support the addendum; however, an updated traffic study was not among them. This communication with MECP further confirmed that only proposed changes to the recommended undertaking from the original Environmental Study Report are open for review.

While the current project scope doesn't include a transportation study update, the City and the project team are in discussion, and considering adding it to the current scope.

Comment #3 - The MTO provided comments on the 2009 EA Study indicating that direct access to the proposed off ramp extension would not be permitted, and that the ramp extension must operate as a one-way northbound-only road. This limits the potential transportation benefits for area developments including on the [redacted] [redacted] lands that were intended to benefit from this ramp extension.

Response #3 - Since the completion of the 2009 Class EA, MTO has permitted two-way ramp connections (e.g., Aristotle way between Highway 7 and Norman Bethune Avenue). MTO is engaged in the EA addendum, and discussions are ongoing.

Comment #4 - The 2023 MCEA Manual states that the planning and design process, including Phase 1: Problem or Opportunity, should be reviewed to ensure that the project is still valid within the current planning context when an addendum is being undertaken for an EA study completed over 10 years ago.

Response #4 – See Response to Comment #2.

Comment #5 - A cursory comparison of City and Regional plans and policies between 2009 and the present indicate an evolution in municipal goals and objectives to prioritizing non-auto modes of transportation, moving people rather than vehicles, maximizing the use of existing transportation infrastructure, and achieving minimum job density targets.

Response #5 – The EA Addendum includes coordination with the City and the Region to assess the need for active transportation and improve connectivity.

Comment #6 - Since the 2009 EA Study, new mid-block crossings of Highway 404, notably north and south of Major Mackenzie Drive East form part of the York Region Transportation Master Plan which provide an alternative gateway into the Cathedraltown employment lands and the potential to divert east-west traffic away from Major Mackenzie Drive East.

Response #6 - It is our understanding that the midblock crossing north of Major Mackenzie Drive is currently not scheduled in York Region's 10-year construction program.

However, per Response #2, the consideration of a traffic study update is underway to review and validate the needs and justification for the ramp extension, including consideration for this mid-block crossing.

Comment #7 - A comparison of 2023 existing traffic volumes to the 2021 traffic forecasts prepared as part of the 2009 EA Study indicates that traffic volumes at the Major Mackenzie Drive East intersections at the Highway 404 northbound off-ramp terminal and Markland Street today are over 30% less than expected, acknowledging that some development lands in the area have not yet been built-out.

Response #7 - The 2023 traffic volumes may not be fully reflective as the general public slowly adjust to a post-pandemic work and life culture. Additionally, some of area parcels considered for the original 2021 forecast are still under development. Also see Response to Comment #2.

Comment #8 - For these reasons outlined above, we request that the need and justification for the Highway 404 northbound off-ramp extension from Major Mackenzie Drive East to Markland Street be re-evaluated as part of the Addendum Study.

Response #8 – See Response to Comment #2.

MEETING WITH [redacted]

Project:	City Of Markham – Hwy 404 Ramp Extension at Major Mac – EA Addendum	**GF Project #:**	074748
Meeting Date:	Thursday, December 21, 2023	**Time:**	09:30 AM – 10:00 AM
Location:	MS Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Organization/Company**	**In Attendance (Y/N)**
[redacted]	[redacted]	[redacted] (Consultant for [redacted]	Y
[redacted]	[redacted]	[redacted]	Y
Laura Chong (LC)	lchong@markham.ca	City of Markham – Project Manager	Y
Samson Wat (SW)	swat@markham.ca	CM – Manager, Transportation Policy, and Strategy	Y
Teresa Yuen (TY)	tyuen@markham.ca	CM – Development Engineering	Y
Catherine Voytenkov (CV)	cvoytenkov@gfnet.com	GF – Project Manager	Y
Andrew Roberts (AR)	anroberts@gfnet.com	GF – Project Engineer	Y
David Jackson (DJ)	dajackson@GFNET.com	GF – Traffic Lead	Y

LEGEND:

- ***Action Items***
- ***Post Meeting Notes***

Item No.	Meeting Notes	Action Lead /Due Date
1.0	**Introduction**	
1.1	• The City of Markham Hwy 404 Ramp Extension at Major Mackenzie EA Addendum has received input from TRCA which may have an impact on both the city project and the development. • The purpose of this meeting is to get a better understanding of the proposed development on [redacted].	**INFO**
2.0	**Current Application Status**	
2.1	• The Development Application is in the rezoning stage. The Zoning By-law Application (ZBA) was submitted in April 2023 and covered the entire property. • [redacted] received ZBA comments from MTO and TRCA in September 2023.	**INFO**

Item No.	Meeting Notes	Action Lead /Due Date
	• The second submission focused on Phase 1 only, which is closest to the proposed off-ramp road extension. The second ZBA was submitted in November 2023.	
3.0	**Status of Application with TRCA**	
3.1	• TRCA provided comments on the first ZBA submission. • Comments received on phase 2 of the development will be addressed during the detailed design for SPA, since the second submission focuses on development of phase 1. ***Could [redacted] share comments received?*** • Woodlot compensation – wetland compensation is under negotiation with agencies right now.	**INFO** **[redacted]/Jan 29**
4.0	**Design/construction schedule:**	
4.1.	• Planning for a SPA submission early 2024. • Aiming for Site Alteration Permit for spring/summer 2024. • Expect TRCA to provide more comments on this during the SPA. • The driveway connection to Highway 404 road Extension that was proposed in the first submission has been removed and is not proposed in the second submission, in order to separate the development application from the road extension.	**INFO**
5.0	**Mapping**	
5.1.	• It was noted that the Apple Creek "Water feature" is shown differently between MTO/city GIS mapping and the Developer's 2023 topographic survey. The topo prepared by the developer, showing a drainage pattern along an existing swale within MTO lands on the east side of Hwy 404 and the northbound on-ramp. The drainage pattern does not seem to impact the development site and woodlot. • ***[redacted] to review whether their 2023 topographic survey can be shared with City and GF.*** • ***GF to review existing and proposed drainage once the Developer's 2023 topographic survey is made available.***	**INFO** **[redacted]/Jan 29** **GF/ Feb 5**
6.0	**Next Steps / Schedule**	
6.1.	• City/GF noted that the completion of EA Addendum is planned for Q3 2024. • City/GF aim to complete traffic study in early 2024. This will determine/confirm road extension, including the number of lanes.	**INFO**

End of Document

Draft ESR Addendum
Comments & Responses

GANNETT FLEMING

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by City of Markham	Comment/Issue Raised by Review Agency	How Comment was Considered by City of Markham	Comment/Issue Raised by Review Agency	How Comment was Considered by City of Markham
1	Air Quality	Table 4 of the Air Quality Assessment Report (AQA report) lists the maximum background concentrations for 24-hr $PM_{2.5}$, 24-hr PM_{10}, and 24-hr TSP as 21 µg/m3, 80 µg/m3, and 144 µg/m^3, respectively. These values do not align with the methodology described in Section 2.3, which estimates PM_{10} and TSP concentrations using $PM_{2.5}/PM_{10}$ and $PM_{2.5}$/TSP ratios of 0.54 and 0.3, respectively. Please clarify how the background concentrations for PM_{10} and TSP were calculated.	The values do not align with the ratio calculation because the value presented for $PM_{2.5}$ is the 98th percentile of the 24-hour concentrations, calculated in accordance with the CAAQS definition (NOT the maximum 24-hour concentration, which is provided for PM_{10} and TSP). It is noted below the table that this value is the 98th percentile rather than the maximum value. The PM_{10} and TSP concentrations are also provided for a different station than $PM_{2.5}$. This is because the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the maximum $PM_{2.5}$ 98th percentile concentration was from the Toronto East station, while the maximum 24-hour $PM_{2.5}$ concentration was from the Toronto West station. The ratios were then applied to the $PM_{2.5}$ values from Toronto West to determine the maximum PM_{10} and TSP concentrations shown.	Response is OK.	*No response required.*	*N/A*	*N/A*
2	Air Quality	For Table 4 of the AQA report, please clarify why different monitoring stations were used for the 1-hr and 24-hr NO_2, as well as for the 24-hr and annual $PM_{2.5}$ background concentration calculations. For example, the 1-hr NO_2 maximum background was calculated using data from the Toronto East Station, whereas the 24-hr NO_2 maximum background was based on data from the Toronto West Station.	As discussed above, the statistics are calculated for each contaminant and averaging period individually, and the maximum value is selected for use in the assessment. Therefore, the same station is not always selected for each averaging period as the maximum 1-hour and maximum 24-hour concentrations do not necessarily occur at the same stations. This approach is conservative as it considers the highest background concentration for each contaminant and applicable averaging period.	Response is OK.	*No response required.*	*N/A*	*N/A*
3	Noise	The Noise Impact Assessment Report applies the 2006 version of the Ontario Ministry of	The Request for Proposal (RFP) for this project specified the use of the earlier MTO Environmental Noise Guidelines and the associated noise	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022)	Acknowledged. Noted for future noise assessment and has been flagged to the City.	The Ministry of Transportation Ontario (MTO) Environmental Guide for Noise (2022)	Acknowledged.

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		Transportation (MTO) Environmental Guide for Noise, which is now well out of date. The guidance has been updated since February 2022. There is insufficient rationale to justify the use of the 2006 MTO guidance.	model. These guidelines also continue to be accepted by the City for other planning applications, including private development reviews. As the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of which MTO guideline version or modelling platform is applied. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Given the limited scope of the project and the minor noise increases predicted, the assessment does not approach the 5 dB threshold that would trigger consideration of mitigation under either version of the MTO guidelines. It is also noted that MTO did not identify the use of the earlier guideline as a concern in its previous review comments. We trust this provides sufficient clarification regarding the rationale for using the 2006 MTO guideline in this assessment.	updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.		updates, improves, and supersedes the (2006) version. Any future updates / revisions of this project noise material should refer to the 2022 (not 2006) version of the Guide.	
4	Noise	The noise modelling was completed using the ORNAMENT prediction model. For improvement projects, this model is no longer described in the 2022 MTO Environmental Guide for Noise. The 2022 guide recommends the Traffic Noise Model (TNM) algorithm for which up-to-date software versions are available from the Federal Highway Administration (FHWA). The model used	The noise modelling for this project was completed using the ORNAMENT prediction model in accordance with the requirements outlined in the project RFP, which referenced the earlier MTO Environmental Noise Guidelines. ORNAMENT remains an accepted modelling platform within the City for municipal and development applications and is consistent with the approach typically used in similar Class EA studies.	Response is OK, ORNAMENT model is still accepted by the MECP for road traffic noise	*No response required.*	*N/A*	*N/A*

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		should be able to represent vehicle movements on all segments of the project, including at flow control devices.	Because the Noise Impact Assessment relies on the comparative change in predicted sound levels between the existing (Do Nothing) and future (With Project) scenarios, the overall conclusions regarding potential noise impacts would not differ materially if an alternate model, such as TNM, were applied. While absolute sound level predictions may vary between platforms, the relative change (which forms the basis for assessing the need for mitigation) would remain similar. Given that the project results in only minimal changes in traffic operations and does not approach the 5 dB threshold for mitigation under either guideline, the selection of modelling software does not influence the outcome of the assessment. It is also noted that MTO did not raise the use of ORNAMENT as a concern during its previous review of the study				
5	Noise	The Highway 404 extension was modelled with a road height of 214.3 masl. The design drawings for the extension indicate a crest height above 215 masl. The modelling should be updated to reflect the correct horizontal and vertical curve geometry of the road sources.	A road height of 214.3 was used as per the drawings that is the height of the road that is closest to the receptors. The road height crest above 215masl is more than 100m away from the nearest residences. Using the road height crest in the calculation for Highway 404 extension will not change the predicted sound levels in a meaningful way as the overall sound levels are dominated by Highway 404. There would be no changes to the recommendations as the changes in sound levels are well below the 5 dB threshold.	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.	A more detailed noise assessment will be completed during Detailed Design, when the final elevations, etc. are confirmed. The vertical and horizontal geometry is not expected to change the results of this noise assessment.	The modelling should be based on the correct horizontal and vertical curve geometry of the road sources. This is in line with the MECP concept of "Predictable Worst Case" operational scenario.	Using the maximum road height of 215masl for the Hwy 404 Extension, the increase in sound level for the segment alone would be less than 1 dB. However, the individual contribution of this segment is approximately 9 dB lower than the overall sound level. There would be a less than 0.1 dB change to the overall sound levels and this would make no difference to the conclusions of the assessment. The final elevations are likely to be refined during the detailed design and

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							any future updates to the assessment will use the final elevations.
6	Noise	It is not clear whether the future noise levels are established using the existing or proposed geometry of the Highway 404 E-N ramp. Please clarify.	Future noise levels were predicted based on the proposed geometry of the Highway 404 NE Ramp.	Response is OK.	*No response required.*	*N/A*	*N/A*
7	Noise	It is not clear whether the future noise levels are established assuming a future 6-lane alignment, or the current 4-lane alignment of Major Mackenzie Drive. Please clarify.	Road traffic volumes for the future 6-lane alignment of Major Mackenzie Drive were used in the assessment.	Response is OK.	*No response required.*	*N/A*	*N/A*
8	Noise	Highway 404 appears to have been modelled using a single road segment. As of January 2025, Highway 404 is now a 10-lane cross section, having been widened from the 8-lane alignment correlating with the 2021 MTO AADT. The number of lanes represented by each road noise source should be updated in accordance with the available guidance for the noise model used. MTO may need to be consulted about the distribution of vehicles (including trucks) across the managed and general-purpose lanes.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadia in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data. As noted above any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation.	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).	A more detailed noise assessment will be completed during Detailed Design. This is not expected to change the results of this noise assessment.	Follow ORNAMENT algorithm rules for noise modelling of Highway 404 lanes (not more than 4 lanes per road segment modelling).	The sound levels from Highway 404 would be identical in the with and without project conditions as the AADT volumes, truck %, setback distance of the highway to the receptors, etc. are not changed by the project. As a result, this change in approach is not significant enough to alter any conclusions from the noise assessment. As noted in previous comments, MECP has requested that the updated MTO guide be used in any updated analysis. This recommended approach to model the lanes separately instead of using the geometric mean can be addressed at that time.
9	Noise	If there will be bridge expansion joints or transverse rumble strips, some consideration should be provided to the noise effect of these design	There are no bridge expansion joints or transverse rumble strips proposed for the ramp.	Response is OK.	*No response required.*	*N/A*	*N/A*

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		elements on the modelled receivers.					
10	Noise	The City of Markham Noise By-law describes a limit on impulsive noise. Considering the construction will likely result in impulsive noise (e.g. from tailgate impacts, installation of piles etc.), this report is lacking a description of how this project will abide by the By-law (through self-exemption or otherwise).	Typically, environmental assessments do not contain detailed mitigation measures pertaining to construction activities as the construction methods and equipment have not been finalized. Appropriate mitigation measures can be outlined during the detailed design stage, once the construction methods, locations, and equipment are finalized. It should be noted that it is the responsibility of the contractor to adhere to City's noise by-law. Additionally, the following text has been added to Section 5.9.5 of the ESR Addendum: "Construction noise is temporary and will cease once the project is completed. As it is transient and not permanent, the associated effects of construction noise will be short term in nature. It is recommended the City of Markham Noise *By*-law and provincial guidelines as found in NPC-115 and NPC-118 be adhered to by the contractor during construction of the project. A Construction Noise and Vibration Management Plan will also be developed once construction methods, staging areas and equipment are determined. This plan will recommend mitigation measures and approaches to managing construction-related noise and vibration impacts, including best practices, monitoring requirements, and communication protocols to minimize disruptions to nearby receptors."	Response is OK.	*No response required.*	*N/A*	*N/A*
11	Drainage/Stormwater Management	The Draft Drainage and Stormwater Management Report (SWM report) identifies both water quality and quantity criteria, including the	SWM recommendations have provided EA level options to address the water quantity and quality objectives and criteria. Finalized plans to be prepared during detailed design.	Response is OK.	*No response required.*	*N/A*	*N/A*

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		ministry's enhanced water quality protection target of 80% total suspended solids (TSS) removal and control of post-development peak flows to pre-development levels for all storm events. However, the report only generally provides recommendations and options to address the increased stormwater from the project, with no finalized plan and details available for review at this stage. The proposed SWM facility mainly includes LID practices at outfall (OF)2 for water quality treatment, subject to further verification of groundwater levels and future utilities within the ROW corridor. If pretreatment is required and LID practices are unsuitable, mechanical treatment using an oil-grit separator (OGS) unit is proposed to achieve long-term TSS reduction prior to discharge. In terms of OF1, the report indicates that no water quality or quantity measures are proposed at OF1 due to its small catchment area. It is noted that all these recommendations are subject to further investigation during detailed design.					
12	Drainage/Stormwater Management	It is recommended that a comprehensive SWM plan/report be prepared following the investigations and verifications outlined in	Monitoring and maintenance plans are beyond the scope of a preliminary EA. This should be requested at the detailed design stage.	Response is OK.	*No response required.*	*N/A*	*N/A*

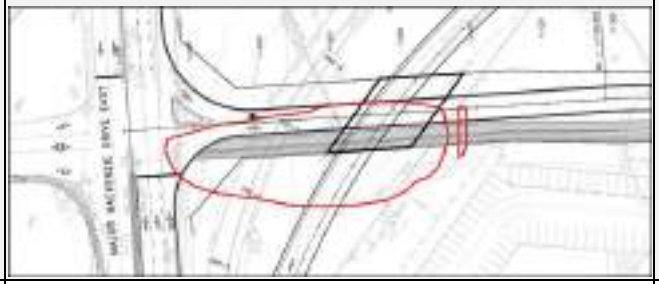
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		the SWM report. The final report should evaluate the post-development changes in stormwater quality and quantity and aim to minimize impacts on identified surface water and groundwater features. The SWM plan should be developed in accordance with the ministry's SWM guideline documents including the "Stormwater Management Planning and Design Manual (2003)" and the "Low Impact Development (LID) Stormwater Management Guidance Manual (Draft)" and should include a monitoring and maintenance plan to ensure that the proposed SWM facility will work efficiently as per design.	The following commitments have been added to Section 6.1.9 of the ESR Addendum: "Additionally, the following general commitments related to stormwater management will be fulfilled during detailed design, as appropriate: • A detailed Stormwater Management Plan/Design will be carried out and will address quantity control, quality control, water balance, and erosion and sediment control; • The proposed development area used in the preliminary SWM assessment were based on conceptual design; therefore, reassessment of the drainage areas and surrounding areas (contributing and outletting) will be required during detailed design; • The contractor must identify any property that is required to address storage by retention or detention, in compliance with applicable stormwater management regulations or climate change adaptation criteria; • The ramp will be designed such that flooding will not affect proper functioning of the roadway and will not result in adverse environmental effects; • The flow contribution to existing ditches, culverts and storm sewers is to be reviewed during detailed design. A firm design must be presented that utilizes information from a detailed survey to determine the capacity of site runoff outfalls;				

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			• Computations for the design of Low Impact Development (LID) needed to mee infiltration requirements will be done at the detailed design stage; • If required, MECP, Regulatory Agencies and relevant municipalities will be contacted for their comments and approvals; and, • A SWM Monitoring and Maintenance Plan will be prepared to confirm the performance of stormwater management measures during and following construction. This plan will outline inspection requirements, maintenance activities, and adaptive management procedures to ensure SWM features continue to function as intended."				
13	Drainage/Stormwater Management	The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria.	Please refer to Section 5.0 of the Drainage & Stormwater Management Report.	The response to Comment 13 (The SWM report should include a clear explanation of how the proposed SWM plan will satisfy/meet the proposed water quality and water quantity criteria) indicates that this is addressed in Section 5 of the SWM report. However, Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.	The City of Markham has provided confirmation that the downstream receiving Woodbine Pond shall accommodate half of the proposed extension road drainage area (Outfall #2 - OF2) - eliminating the need for local LID's from a water quantity perspective. For the remaining half of the OF2 drainage area, Mechanical Treatment Devices (OGS units) will provide water quality control for the right-of-way drainage as part of a treatment train prior to draining to the Woodbine Pond.	Section 5 does not clearly explain how the proposed SWM plan/measures will meet these criteria. For example, how the proposed SWM measures will meet 80% TSS removal, etc. It is expected that the final report will provide clarification on that.	The SWM Report has been updated to reflect how the proposed design meets the SWM objectives. A treatment train approach of mechanical separation and infiltration trenches shall be used to meet MECP Enhanced level of treatment (80% TSS) for water quality criteria. The LID Feature (infiltration trench) is also sized to meet storage requirements to control post-development flows to pre-development for water quantity criteria.
14	Drainage/Stormwater Management	If no water quality or quantity measures are proposed at OF1, it is recommended that the	Downstream impact to be assessed as part of detailed design. It is noted OF1's contributing drainage area is 0.22 ha and is not	Response is OK.	*No response required.*	*N/A*	*N/A*

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		final report provide additional rationale and supporting details to assess the potential impact of the proposed road extension on the downstream receiving system.	anticipated to have substantial effect the downstream receiving system.				

Ministry of Transportation (MTO) Draft ESR Addendum Comments and Responses

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1	Traffic	The 404 E-N Ramp Exit design is more of a Freeway exit rather than crossing road exist design however is fine for this final submission. Detail design can fix this if necessary.	Noted. Detailed design to revisit and confirm this. Section 6.1.2 of the ESR Addendum notes this commitment.
2	Traffic	The ramp, according to the typical section, is sloping away from Major Mac. Drive, superelevated to the right. Please clarify if the clearance (4.6 min.) is still met at the shortest height location from under the bridge. 	Confirmed that the minimum clearance is still met and detailed design will reconfirm this. Section 6.1.11 of the ESR Addendum notes this commitment.
3	Drainage/ Stormwater Management	Probably best not to expose the sub-base material to drainage infiltration from the south side. No need to change the design, just a comment for the detail design record.	Acknowledged. Drainage/Stormwater Management Report has been revised for clarity.

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4	Traffic	One cannot lead pedestrians and cyclist to an intersection that does not permit continuance as such. This violates expectations and someone who is led down this path will more than likely continue on as such instead of reversing course, thus making MTO liable for any resulting actions on their part. If no such infrastructure exists at the time of construction, then the pathways cannot be built within our ROW at such a time until the Major Mac. infrastructure changes. 	Since the Region has not conducted an EA for the widening of Major Mackenzie Drive (MMD) for rapid transit and cycle tracks, EA Addendum's preliminary drawings are showing the widened road for illustrative purposes only (without the details of transit, cycling tracks or sidewalks). Additionally, The proposed AT facilities on the extension road is not intended to be constructed on day one. Rather it would be phased and constructed in alignment with the widening of MMD and the construction of cycle tracks along MMD. We have added a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.3 of the ESR Addendum notes this commitment.
5	Traffic	It is not clear if the entrance width has been widened in order to address our previous comment on signal head spacing.	Tying to the comment above, the actual configuration of the intersection at Major Mackenzie at the time of detailed design and eventual construction, we have added a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.3 of the ESR Addendum notes this commitment.
6	Noise	In the Noise Report, it is noted that the posted speed limit for the off-ramp extension was changed from 50 km/h to 40 km/h. Please confirm that this is consistent with the current design.	The Noise Report references a reduction in the posted speed limit for the off-ramp extension from 50 km/h to 40 km/h. We confirm that the 40 km/h operating speed is consistent with the current design and reflects the most up-to-date geometric layout and design assumptions provided by the project team.

Toronto and Response Conservation Authority (TRCA) Draft ESR Addendum Comments and Responses

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1	Infrastructure Planning and Permits	The Natural Environment Assessment Report still states the wetland will have mitigation methods. No updated compensation agreement has been submitted by the City yet nor has any formal correspondence been submitted outlining a commitment to an agreement.	Continued discussions with TRCA will be required during detailed design to confirm the appropriate wetland compensation amount. Section 6.1.5 of the ESR Addendum notes this commitment.

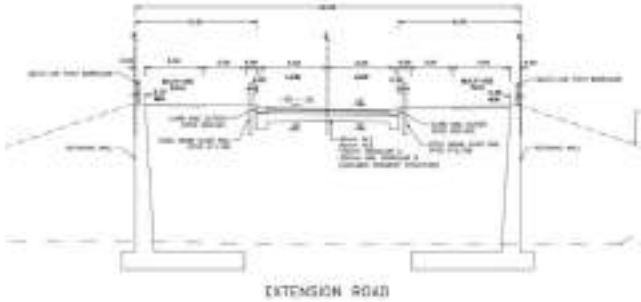
City of Markham Draft ESR Addendum Comments and Responses

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1	Design	Include the 3:1 slope line	Drawing showing the 3:1 slope has been added. The writeup will be corrected to note that the retaining wall is a recommended mitigation measure since Fieldgate went ahead with the construction of their site despite the height difference between the EA road profile and their site, and that the onus is on them to pay for the retaining wall. Additionally, it will be noted that City will secure the lands needed to accommodate the 3:1 slope + 4m easement buffer to future proof an option of 3:1 slope.
2	Stakeholder Contact List	add Arieh and Colin from MTO to the contact list	Arieh and Colin from MTO have been added to the contact list.
3	Consultation & Engagement	there is a section for Federal and Provincial. Please add one for Regional and delete "municipal" from the category column	Comment addressed.
4	Consultation & Engagement	revise "Indigenous Nations" to "First Nations"	"Indigenous Nations" is the most up-to-date term used.
5	Consultation & Engagement	instead of attaching all the emails that were sent to each Agency and FN (because they are all the same), please include a summary table that	Section 2.3.1 of the ESR Addendum provides a summary of correspondence with Indigenous Communities.

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		shows the notice/email that was sent, the date it was sent, responses, etc. I believe this was created already.	
6	Notice of Addendum	The Notice of Addendum is missing	At this time, the Notice of Addendum has not been issued and will be included in the Consultation Record once published.
7	Archaeology	letter from MCM confirming no additional Archaeological Assessments are required for the Addendum is missing.	The correspondence is now included in Appendix D.
8	Design	The EA report identifies the need for retaining walls to support the bridge structure over the realigned Highway 404 east-to-north on-ramp. The report shall include documented evaluation of potential impacts to adjacent developments, including identification of buffer requirements, physical constraints and other design-related considerations. This shall also include discussion on the roles and responsibilities related to long-term ownership and maintenance of this infrastructure.	The writeup will be corrected to note that the retaining wall is a recommended mitigation measure since Fieldgate went ahead with the construction of their site despite the height difference between the EA road profile at Elev. 213-214 (consistent since the 2009 EA to the Addendum) and their site, and that the onus is on them to pay for the retaining wall construction and maintenance. Additionally, it will be noted that City will secure the lands needed to accommodate the 3:1 slope + 4m easement buffer to future proof an option of 3:1 slope. Text added to Section 4.1.
9	Traffic	The EA report should acknowledge that while the MTO's policy may restrict future driveway access on the proposed ramp extension, that this option shall continue to be explored as it is demonstrated to be technically feasible. In addition, it should be noted that access will be required to support future development of the blocks adjacent to the new roadway.	Text added to Section 6.1.2.
10	Design	The consultant assumed a future 6-lane cross-section along Major Mackenzie Drive, as shown in Drawing A1 but with no active transportation element shown. To demonstrate the future-proofing that is required potential active	Since the Region has not conducted an EA for the widening of Major Mackenzie Drive (MMD) for rapid transit and cycle tracks, EA Addendum's preliminary drawings are showing the widened road for illustrative purposes only (without the details of transit, cycling tracks or

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		transportation on the north boulevard should be illustrated to better understand how the MUPs along the proposed 404 off-ramp extension will connect to Major Mackenzie under the future 6-lane scenario. This shall also include pedestrian crossings at the intersection.	sidewalks). Given the limited information at this time, we want to limit the illustrative information to avoid misleading the audience. The proposed AT facilities on the extension road is not intended to be constructed on day one. Rather it would be phased and constructed in alignment with the widening of MMD and the construction of cycle tracks along MMD. We have added this explanation in Sections 4.1 and a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.3 of the ESR Addendum notes this commitment.
11	Design	It is noted that an eastbound right-turn lane is recommended at the Markland Street / proposed Highway 404 northbound off-ramp intersection within the 20m right-of-way (ROW). However, it is unclear whether sufficient boulevard space is available to accommodate utilities and landscaping within this ROW. Please confirm with Development Engineering and Urban Design whether additional land may be required at the intersection.	Yes, there is sufficient space to accommodate utilities and landscaping along the corridor but not at the intersection of Markland and the Extension Road, due to the right turn lane. Additionally, the specific utilities and landscaping at the intersection (specifically) circled area will need to be reviewed during the detailed design to determine the additional ROW required (if any).
12	Design	It is our understanding that Development Engineering and Urban Design have specific requirements for boulevard widths. Please consult with Urban Design and Engineering Review to ensure that proper boulevard width is provided along the entire segment of the road extension.	They have been consulted throughout the EA Addendum Phase and no concern was raised. Further coordination and validation will be done during the detailed design phase.
13	Design	The Design Guidelines for Separated Cycling Facilities, Multi-Use Paths & Trails, developed as part of the City of Markham Active Transportation Master Plan (ATMP), provide design standards for multi-use paths (MUPs). Please revise the table	Revised. Also noted that the DC is to be re-validated during the detailed design phase.

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		to incorporate these standards in accordance with the City of Markham ATMP	
14	Design	The proposed minimum grade of 0.5% appears to fall short of the applicable standard of 0.7%. Please include a footnote at the bottom of the table to address this discrepancy.	Footnote added.
15	Noise	The 1% heavy truck percentage used for the Highway 404 NB off-ramp extension and Markland Street in the transportation noise assessment appears to be underestimated, considering the surrounding existing and proposed industrial and commercial land uses in the proximity of this area.	Traffic assumptions were developed using the Transportation Study Update prepared by Arcadis in October 2024 and the Turning Movement Counts (TMCs) supplied for the project. The TMCs indicated lower truck proportions, and a conservative 2% total truck percentage (1% heavy, 1% medium) was applied for the relevant municipal roadways. Truck percentages for Highway 404 were taken directly from MTO-provided data.
16	Noise	It should also be noted that a significantly higher heavy vehicle percentage was applied in the Transportation Impact Assessment which was prepared as part of this Environmental Assessment	Truck percentage was calculated from the Turning Movement Counts supplied for the project. In any case, the Noise Impact Assessment is based on a comparative analysis of sound levels between the existing (Do Nothing) and future (With Project) scenarios, the relative change in sound levels, and therefore the conclusions regarding potential impacts would remain consistent regardless of heavy vehicle traffic percentage. Any differences would primarily affect absolute sound levels, not the net change used to determine the need for mitigation. Note: Baseline traffic volume data is from 2021.
17	Traffic	As per the City of Markham Transportation Impact Assessment Study Guidelines, saturation flow above the ideal 1900 vphpl will not be accepted for municipal road unless it has been approved by the City or justified through surveys of existing conditions.	The City retracts this comment as this was brought up during the first round of review of the traffic report. It has since been resolved and the sat. flow is 2000 is acceptable.
18	Traffic	The lane configuration used in the Synchro analysis for the northbound through movement at the Major Mackenzie Drive/Highway 404 NB off-	Only 1 northbound lane is proposed. The Synchro analysis for a 2-lane cross section is provided in the Traffic Impact

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		ramp extension appears to be inconsistent with the conceptual design shown in Appendix A. Please confirm the future lane configuration with MTO. If two northbound through lanes are proposed, kindly clarify how these lanes will merge into a single receiving lane on the north leg of the intersection.	Assessment and is consistent with the lane configuration in Appendix A of the ESR.
19	Active Transportation	Is the cycle track bi-directional? If so, is 1.8m wide enough? If uni-directional, what is the intended direction?	We are proposing 3.0m wide MUP on both sides, see proposed typical cross section in Appendix A - Drawings and per snippet below. 
20	Active Transportation	At the southern terminus of the cycle track and sidewalk at Major Mack, how will it interface with the intersection? Will it tie into any existing/proposed AT facilities? Any crossings proposed?	Since the Region has not conducted an EA for the widening of Major Mackenzie Drive (MMD) for rapid transit and cycle tracks, EA Addendum's preliminary drawings are showing the widened road for illustrative purposes only (without the details of transit, cycling tracks or sidewalks). Given the limited information at this time, we want to limit the illustrative information to avoid misleading the audience. The proposed AT facilities on the extension road is not intended to be constructed on day one. Rather it would be phased and constructed in alignment with the widening of MMD and the construction of cycle tracks along MMD.

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			We have added this explanation in Sections 4.1 and a commitment that the entrance width / layout is to be refined during the detailed design. Section 6.1.3 of the ESR Addendum notes this commitment.
21	Active Transportation	How will the cycle track tie into Markland Street at the northern terminus? Existing bike lanes on Markland extend north from Major Mackenzie but terminate at Russell Dawson. This will create a gap in the network. Do we know if there are plans to have a continuous cycling facility on Markland, north of its current terminus, to the future 404 fly-over? It would be helpful to understand how this cycle track will fit into the overall network.	Markland is not currently a shared route. Connections along Markland St. to a future Hwy 404 mid-block crossing are being contemplated as part of the on-going Markham Transportation Master Plan. MUPs along the ramp extension would be phased and constructed when connections to Major Mackenzie Drive are available. We have added this explanation in Section 4.1.
22	Natural Environment	There is inconsistencies between the site visit/wetland staking dates given between these two sections. Please revise.	The wetland staking occurred on August 23, 2023. Section 2.3 of the Natural Environment Impact Assessment, has been updated to reflect this.
23	Natural Environment	The third paragraph reads: "e.g., whether compensation will require cash-in-lieu of the City undertaking a wetland compensation project net of on-site mitigation when the CA permit is required as well as the implementation and/or timing, design and location of any offsetting wetland habitat creation). This sentence is unclear. Please revise wording.	Section 6.2 of the Natural Environment Impact Assessment, Item 3 has been revised.
24	Natural Environment	It is recommended that to address the removal of SWH for pollinators, the ephemeral drainage ditches that are being created alongside Highway 404 be planted with a native, pollutant tolerant, pollinator mix. Please add this to list.	Additional items have been added to Sections 6.2 & 7.0 of the Natural Environment Impact Assessment, to include the recommendation regarding implementation of suitable plants within the ephemeral drainage ditches alongside Highway 404.
25	Natural Environment	Please revise the first bullet to include TRCA's "Erosion and Sediment Control Guide	Section 7.0 of the Natural Environment Impact Assessment, Item 1 has been revised as requested.

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		for Urban Construction, 2019" and adherence to the City of Markham's ESC standards.	
26	Traffic	Sight lines at intersection should be maintained with a minimum of 15m setback from curbs edge to centre of tree trunk for major intersections and 10m for minor road entrance.	Sight triangles have been checked for this.
27	Landscape Design	Show conceptual location of street trees in the drawings.	This is outside of the project scope.
28	Traffic	Urban Design request for additional ROW on the north and south side of the extension road, as the left turning lane is currently encroaching into the landscape boulevard. Additional ROW width would allow for street tree planting at this location and a consistent streetscape approach all along the extension road.	Additional ROW at the intersection of Markland cannot be accommodated. Additional space for landscaping will need to be negotiated with adjacent property owners at the site plan stage.
29	Traffic	Sight lines at intersection should be maintained with a minimum of 15m setback from curbs edge to centre of tree trunk for major intersections and 10m for minor road entrance.	Sight triangles have been checked for this.
30	Landscape Design	Provide conceptual locations of trees in this cross section. Ensure that centre of trunk for street tree is 1m from edge of Multi-Use Path	This is outside of the project scope.
31	Landscape Design	This alternative design concept provides sufficient landscape width and soil volumes for street trees on both sides of the road and is generally preferred by Urban Design.	This is an alternative design concept for the MTO ramp. We have updated the road extension reference to align with R1-R4.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by City of Markham
32	Active Transportation	Provide 3m cycle and 1.5m sidewalk on the south side of the extension road.	This is an alternative design concept for the MTO ramp. We have updated the road extension reference to align with R1-R4.
33	Drainage/Stormwater Management	Please clarify why "City of Oshawa Design Criteria Manual (2024)" was referenced in this section.	Text updated to remove reference to City of Oshawa within the Drainage & Stormwater Management Report.
34	Drainage/Stormwater Management	Please identify which stormwater assets are under the Region's, MTO's and the City's jurisdiction.	Ownership of stormwater assets to be confirmed during detailed design. This has been added to Section 6.1.9 in the ESR Addendum.
35	Drainage/Stormwater Management	The City confirms that approximately half of the OF2 drainage area of the proposed road alignment has been accounted for in the drainage area of the Woodbine Pond as shown in Appendix A – Drawing No. 202. Therefore, approximately 0.28 ha of OF2 additional drainage area to the pond is proposed, which is less than 0.3% of the total catchment area to Woodbine Pond which has a catchment of 100.1 ha. The downstream Woodbine Pond can accommodate this additional drainage area, to avoid the need for local LID's for quantity control, provided that downstream sewer capacity assessment be completed prior to tying into the existing 600 mm stub.	OGS to remain for pretreatment for the remaining half of the OG2 drainage area prior to treatment train of Woodbine Pond. During detailed design, designer required to validate the Enhanced 80% Total TSS is met in conjunction with Woodbine Pond.
36	Drainage/Stormwater Management	Please specify the pre-treatment for the infiltration trenches, if required, as they will be prone to clogging.	The OGS is designed to provide full quality treatment for the road corridor. The location of the OGS to be further refined during detailed design. Infiltration trenches also have options for pre-treatment to reduce clogging.
37	Drainage/Stormwater Management	How will infiltration trenches be used to control post-development peak flows to pre-development levels if groundwater levels do	Noted City preference on superpipes for quantity control. Additional optioneering for water quantity control to be evaluated during detailed design,

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		not allow for LID measure's? Super pipes will be preferred over infiltration trenches, should local quantity control be required.	following confirmation of groundwater levels from geotechnical analysis. Section 6.1.9 of the ESR Addendum indicates "Further verification of the water quality controls from Woodbine Pond is required during the detailed design stages of the project.
38	Design	Drawing R1: Please confirm the property line on the east side of the proposed extension road.	This has been confirmed through coordination with Fieldgate development. Will revise drawing to show property line in colour.
39	Design	Drawing T1: The property lines highlighted (both east and west) seem to be sitting directly on top of the retaining wall. Is work planned within private property? Is the property owner aware of this? How much room beyond the PL do we have to work with especially for grading and retaining wall construction? Drawing R1 shows private property parking lots right across from the south retaining wall.	Location of the retaining wall will need to be confirmed during detailed design. The City will continue discussions with the adjacent property owner.
40	Design	Drawing A1: This drawing seems to show a buffer area now on the south side that isn't highlighted in R1-R4. Please clarify.	This is an alternative design concept for the MTO ramp. We have updated the road extension reference to align with R1-R4. We have updated the road extension reference to align with R1-R4.
41	Drainage/Stormwater Management	Please add the City's approved Stormwater CLI ECA 021-S701 dated February 14, 2025.	Revised as requested.

Notice of Addendum

GANNETT FLEMING

CITY OF MARKHAM
NOTICE OF ADDENDUM COMPLETION FOR MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT – HIGHWAY 404 RAMP EXTENSION

Background

The City of Markham has completed an Addendum study to the previously completed Schedule C Municipal Class Environmental Assessment Study (MCEA) for the Highway 404 ramp extension at Major Mackenzie Drive in 2009. Following the completion of the EA, the project did not proceed to detailed design. Since it has been more than 10 years following the completion of the EA, the City has prepared this Addendum to the ESR to ensure that the preferred recommended solution remains valid, and that changes within the study area have not impacted the recommendations of the 2009 EA.

The Addendum study includes details of a recommended alignment that was selected in the original study, review of background information from the original study, and gaps identified in the previous study were addressed.



Process

The MCEA Addendum Study was conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011, 2015, and 2023). The purpose of this Notice is to inform you that the ESR Addendum has been filed and will be available from **October 28, 2026** to **November 26, 2026**, for a 30-day comment period. The ESR Addendum documents the Class EA process followed, including a description of the changes to the 2009 ESR, the existing conditions, the environmental effects and the mitigating measures. The ESR Addendum is available for review on the project website at: https://yourvoicemarkham.ca/highway-404-ramp-extension-tsu and www.markham.ca/economic-development-business/planning-development-services/engineering-services

Comments Invited

The City of Markham is seeking comments on the proposed recommendations as outlined in the Addendum. The Addendum is available for public, government agency, and Indigenous Community review for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment. Please note that only the changes proposed in the Addendum are open for review.

The addendum is available for review at: https://yourvoicemarkham.ca/highway-404-ramp-extension-tsu and www.markham.ca/economic-development-business/planning-development-services/engineering-services.

Interested persons may provide written comments to our project team by **Thursday, November 26, 2026**. All comments and concerns should be sent directly to:

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Markham, Ontario L3R 9W3
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E-mail: Hwy404ExtensionEAAddendum@markham.ca

Section 16 Orders

In addition, a request to the Minister of the Environment, Conservation and Parks for an order imposing additional conditions or requiring an individual environmental assessment may be made on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests should include your full name and contact information.

Requests should specify what kind of order is being requested (additional conditions or an individual environmental assessment), explain how an order may prevent, mitigate or remedy potential adverse impacts, and can include any supporting information. The request should be sent in hardcopy or by email to:

Minister Todd McCarthy
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto Ontario, M7A 2J3
E-mail: Minister.mecp@ontario.ca

Kathleen O'Neill
Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto Ontario, M4V 1P5
E-mail: EABDirector@ontario.ca

Requests should also be sent to the City of Markham by mail or by e-mail. Please visit the ministry's website for more information on requests for orders under section 16 of the *Environmental Assessment Act* at: https://www.ontario.ca/page/class-environmental-assessments-section-16-order

Subject to comments received as a result of this Notice, the City of Markham intends to proceed with the Detailed Design of this project in 2027.

Information is being collected under the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued **October 28, 2026**.