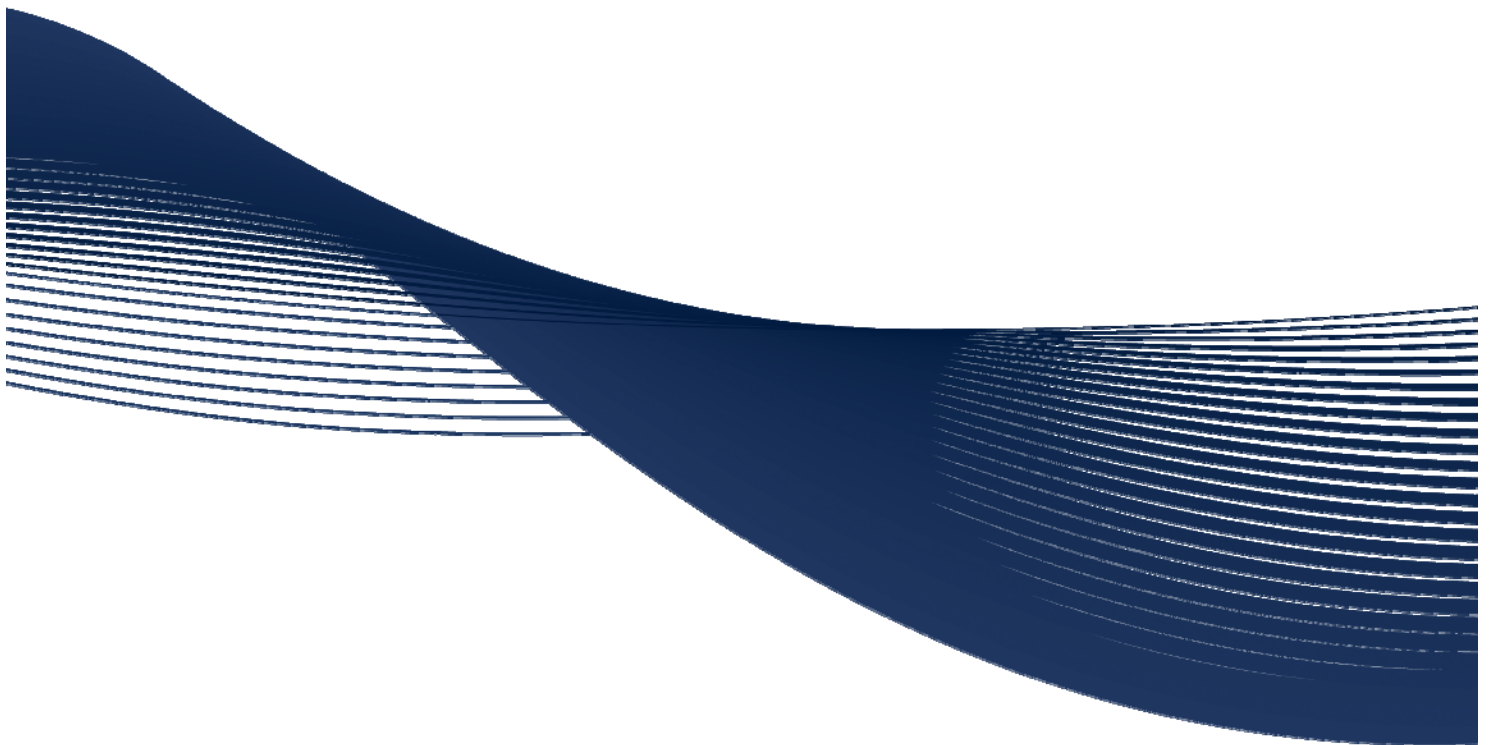


PROPOSED COLLECTOR STREET (BETWEEN HUNTINGTON ROAD AND REGIONAL ROAD 27)

PIC #3 Summary Report

West Vaughan Employment Area, Block 59
Project No.: L11-0741



**COLE
ENGINEERING**

APRIL 2015

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Table of Contents

1.0	Introduction	1
2.0	Notification	1
3.0	Location, Date, Time	1
4.0	Public Information Centre Format	1
5.0	Attendance	2
6.0	Display Material.....	2
7.0	Comments.....	3
	7.1. Public Stakeholders / Residents.....	3
	7.2. Review Agency Stakeholders	4
	7.3. Summary	4

ATTACHMENTS

Attachment 1	Public Information Centre #3 Notice
Attachment 2	Public Information Centre #3 Display Boards
Attachment 3	Comments Received

1.0 Introduction

Following the second Public Information Centre (PIC), which was held on December 2, 2014, to provide background information relating to the study and to obtain preliminary feedback on the revised problem statement, planning alternatives, preliminary screening criteria, high-level screening of the planning alternatives and the preliminary preferred planning alternative, the project team embarked on Phase 3 of the Municipal Class Environmental Assessment (MCEA) process.

The third PIC was held to provide various stakeholders with an update on the study progress made to date. The following information was presented:

- Background
- Summary of review agency / stakeholder input
- Planning alternatives considered
- Preferred planning alternative
- Alternative design concepts
- Technical evaluation criteria
- Technical evaluation of design concepts
- Preliminary recommended design concept
- Next steps

This report provides a summary of PIC #3.

2.0 Notification

The City of Vaughan placed newspaper notices in the Thornhill Liberal and the Vaughan Citizen on February 26, 2015 and March 5, 2015, to inform the public of the third PIC. Notices were also mailed to residents and businesses within and surrounding the study area, attendees of the first and second PICs who indicated that they would like to receive study updates and provided their contact information, as well as review agency representatives who may have been interested in the study. As the adjacent landowners are co-proponents of the study, they were also aware of the PIC. A copy of the notice is provided as Attachment 1.

3.0 Location, Date, Time

PIC #3 was held as noted below:

Date: Thursday, March 12, 2015
Time: 6:00 p.m. to 9:00 p.m.
Place: Vaughan City Hall, Multipurpose Room
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

4.0 Public Information Centre Format

PIC #3, the last of three PICs planned to be held during the course of the study, was held as an informal, drop-in session. Individuals attending the PIC were greeted by a member of the project team, and asked to sign-in upon arrival. Attendees were encouraged to ask questions, provide comments, and raise issues/concerns with City staff and the consultant team, and were also provided with a comment sheet

on which they could do the same. Comments were invited by mail, fax, or email, until Friday, March 27, 2015.

5.0 Attendance

The following project team staff were in attendance at PIC #3.

City of Vaughan

Mani Shahrokni, City Project Manager for the MCEA study
Andrew Pearce, Director of Development/Transportation Engineering

Cole Engineering Group Ltd.

Adam Bell, Senior Project Manager, Transportation Operations
Rory O'Sullivan, Project Manager, Transportation
Laurella Chadee, Transportation Planner

A total of fifteen (15) stakeholders attended and participated in the PIC.

6.0 Display Material

Three (3) directional signs led attendees to the Multipurpose Room located on the ground floor of Vaughan City Hall, where nineteen (19) display boards were arranged. Additional comment sheets, pens, and a box for collecting comment sheets, were set up around various tables in the room, for use by attendees.



The boards were presented in a manner that provided attendees with a logical flow of information, and covered the following:

- Purpose of PIC #3
- MCEA process
- Study area
- Problem and opportunity statement
- Review agency / stakeholder input
- Planning alternatives considered
- Preferred planning alternative
- Alternative design concepts
 - North design concept: North of the Master Environmental Servicing Plan (MESP) alignment
This alignment passes over the proposed TransCanada pipeline at reasonable design grades; however, it would require Highway 427 to be raised by 7.2 m. There may be resulting earth work issues, and grading concerns due to the proximity of the Highway 427 structures to Robinson Creek.
 - Central design concept: Master Environmental Servicing Plan (MESP) alignment
This alignment is in direct conflict with the proposed TransCanada pipeline assuming reasonable design grades.
 - South design concept: South of the Master Environmental Servicing Plan (MESP) alignment
This alignment passes over the proposed TransCanada pipeline at reasonable design grades; however, it would require the transitway to be raised, which would bring it in conflict with the existing overhead 230 kV high voltage power lines.
- Technical evaluation criteria

- Transportation/Engineering
 - *Ability to meet design guidelines*
 - *Interaction of intersecting infrastructure*
 - *Servicing requirements*
 - *Implementation*
- Socio-Economic Environment
 - *Archaeological resources*
 - *Built/cultural heritage*
 - *Land parcels*
 - *Recreational land*
 - *Noise and vibration*
 - *Air quality*
- Natural Environment
 - *Terrestrial features and functions*
 - *Aquatic features and functions*
 - *Species at risk*
 - *City of Vaughan Draft Natural Heritage Network*
- Financial
 - *Operating cost*
 - *Capital cost*
 - *Property acquisition*
 - *Utility relocation*
- Technical evaluation of design concepts
- Preliminary recommended design concept – Central design concept
 - Elements of Street A
 - Cross-sections along Street A
- Next steps
 - Review public and agency comments received regarding PIC #3
 - Prepare PIC #3 summary report and post on website
 - Select preferred design
 - Establish mitigation measures for the implementation of the preferred design
 - Complete Environmental Study Report (ESR)
 - Issue Notice of Completion (mid-April 2015)
 - Provide 30-day period for review of the ESR by review agencies / stakeholders (mid-May 2015)
- Contact information of project managers for the study

The display boards are provided as Attachment 2.

7.0 Comments

7.1. Public Stakeholders / Residents

Some residents expressed concerns about the cost of Street A and potential increases in their property taxes to fund the road. They noted that some residents will not be able to afford to live in the area if this occurs.

Some residents did not express much objection to the east-west Street A being recommended by this study, but disapproved with the previously approved Street B and eastern stub of Street A directly opposite Martin Grove Road, as they are concerned about FedEx vehicles driving along Martin Grove Road (east of Regional Road 27).

Some residents welcomed the road and saw value in having more transportation connections through the area to facilitate development.

Two residents provided written comments to the project team following the PIC. One resident expressed concerns relating to the costs associated with Street A, and also commented that there is adequate east-west access. Another resident reiterated concerns expressed at PIC #2, including an increased traffic congestion through residential areas, devalued properties, safety issues for children, and pollution, and also provided suggestions to be considered if the proposed east-west collector street is implemented. Additionally, one resident requested being added to the study mailing list to receive updates.

7.2. Review Agency Stakeholders

One (1) TransCanada Pipelines Ltd. representative was in attendance at the PIC and engaged in lengthy discussions with members of the project team. The majority of the discussions involved the conflict between a proposed pipeline and the preliminary recommended design concept. No resolution was made at the PIC; therefore, ongoing consultation is required.

Three (3) York Region representatives were in attendance at the PIC. No concerns were raised with the project team.

The Ministry of Transportation Ontario (MTO) was unable to attend the PIC; however, the PIC boards were provided in advance of the PIC to relevant contacts for their review and comment. The MTO noted concerns relating to the need and justification of Street A, based on future demand and traffic projections. It was also noted that the MTO and the City of Vaughan will need to enter into a legal agreement as soon as possible, should the Central Design Concept be approved, to ensure issues surrounding costs, timing, constructability, etc. are resolved well in advance of the construction of the Highway 427 extension.

The project team is working with review agencies to obtain input regarding mitigation measures and addressing any concerns.

7.3. Summary

Comment sheets and emails are included in Attachment 3. Individuals who submitted comments were provided with written responses from the project team.

Attachment 1
Public Information Centre #3 Notice

NOTICE OF PUBLIC INFORMATION CENTRE #3

**Municipal Class Environmental Assessment Study
Proposed Collector Street between Huntington Road and Regional Road 27
West Vaughan Employment Area – Block 59**

Study Background

The City of Vaughan's West Vaughan Employment Area Secondary Plan (WVEA SP) identifies a network of collector streets to support the planned employment development. This planned transportation network includes a new east-west collector street that extends from the intersection of Trade Valley Drive and Huntington Road through Block 59 to the intersection of Martin Grove Road and Regional Road 27.

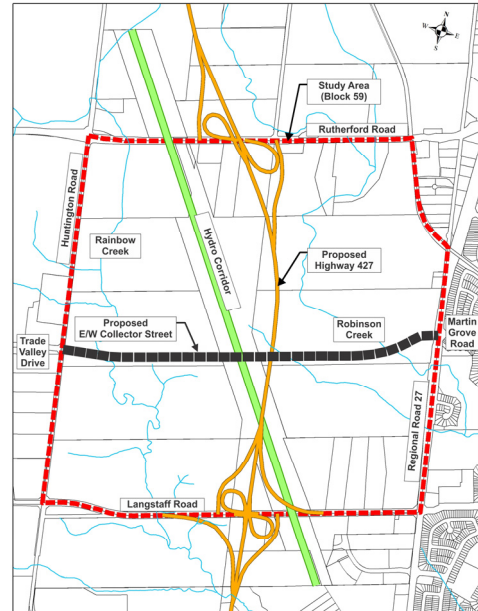
The City of Vaughan and the Block 59 Landowners Group as co-proponents identified the need to undertake a Schedule 'C' Municipal Class Environmental Assessment (MCEA) study, as outlined in the *Municipal Engineers Association MCEA (October 2000, as amended in 2007 and 2011)* in order to identify a preferred solution and design for the proposed east-west collector street.

Study Process

The MCEA process includes public and review agency consultation, evaluation of alternatives, assessment of impacts of the recommended solution and identification of measures to mitigate any adverse impacts. Upon completion of the study, an Environmental Study Report (ESR) will be filed for public record.

Public Consultation

Public consultation is a key component of this study. The project team has been committed to meaningfully engaging the public and review agencies in determining the preferred solution.



To date, two Public Information Centres (PICs) have been held under the MCEA process, at strategic stages of the study. The first PIC was held on Tuesday, June 17, 2014, to introduce the study, provide background information on related studies, present the preliminary problem statement, and establish a stakeholder contact list for future consultation. The second PIC was held on Tuesday, December 2, 2014, as the first mandatory point of contact with stakeholders per the MCEA process. PIC #2 was held to present an overview of existing and future conditions, the revised problem statement, a range of planning alternatives, preliminary screening criteria, high-level screening of the planning alternatives and the preliminary preferred planning alternative.

Since PIC #2, the project team has developed alternative design concepts, based on the preferred planning alternative, which have been assessed against the pre-established screening criteria in order to identify the preliminary recommended design concept. The preferred planning alternative is an urban roadway with an underpass crossing the future Highway 427 and traffic signals at Regional Road 27 and Huntington Road, when warranted. You are invited to attend the third and final PIC, where the preliminary recommended design concept and supporting information will be available for review. PIC #3 will be held as a drop-in session that will provide attendees with the opportunity to review display boards and converse with City staff and members of the consultant team. Details of this event are as follows:

Date: Thursday, March 12, 2015
Time: 6:00 PM to 9:00 PM
Location: Vaughan City Hall, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1 – Multipurpose Room

Feedback

We are interested in hearing any comments or concerns that you may have about this study. All comments will become part of the public record for the ESR. Please contact either of the following project team members if you have any questions or comments or wish to obtain more information on the project, study process, background, or be added to the study mailing list:

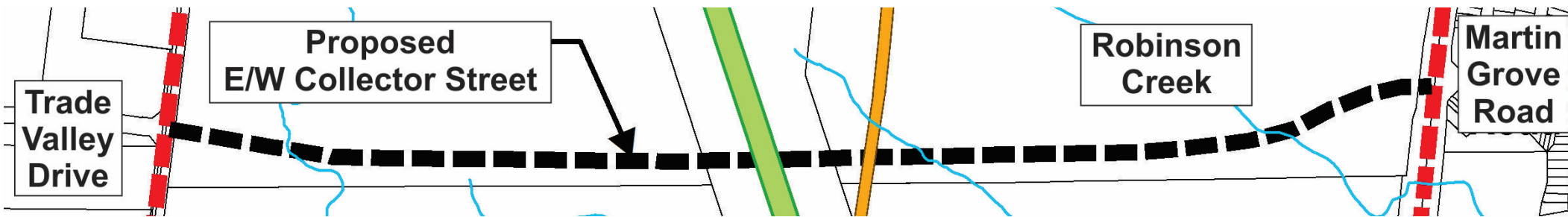
Mr. John McGill, P.Eng., PTOE
Consultant Project Manager
 Cole Engineering Group Ltd.
 70 Valleywood Drive
 Markham, ON L3R 4T5
 P: 905-940-6161 x349
 F: 905-940-2064
 E: Block59StreetA@ColeEngineering.ca

Mr. Mani Shahrokni, P.Eng., PMP
City Project Manager
 City of Vaughan
 Development Engineering & Infrastructure Planning
 Services
 2141 Major Mackenzie Drive West
 Vaughan, ON L6A 1T1
 P: 905-832-8585 x8163
 F: 905-832-6145
 E: mani.shahrokni@vaughan.ca

Comments and information regarding this project are being collected in accordance with the requirements of the Environmental Assessment Act. With the exception of personal information, all other information received may be included in project documentation and may become part of the public record.

Attachment 2
Public Information Centre #3 Display Boards

**Municipal Class Environmental Assessment Study
Proposed Collector Street between Huntington Road and Regional Road 27
West Vaughan Employment Area – Block 59**



PUBLIC INFORMATION CENTRE #3

Thursday, March 12, 2015

6:00 PM to 9:00 PM

**Vaughan City Hall, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
Multipurpose Room**

Please sign in

Purpose of PIC #3

The City of Vaughan and its co-proponents, the Block 59 Landowners Group, are undertaking a Schedule “C” Municipal Class Environmental Assessment (MCEA) study to identify a preferred solution and design for the proposed east-west collector street mid-block through Planning Block 59 (Block 59). This project is being undertaken in conjunction with the planning process for Block 59 and integrated where applicable.

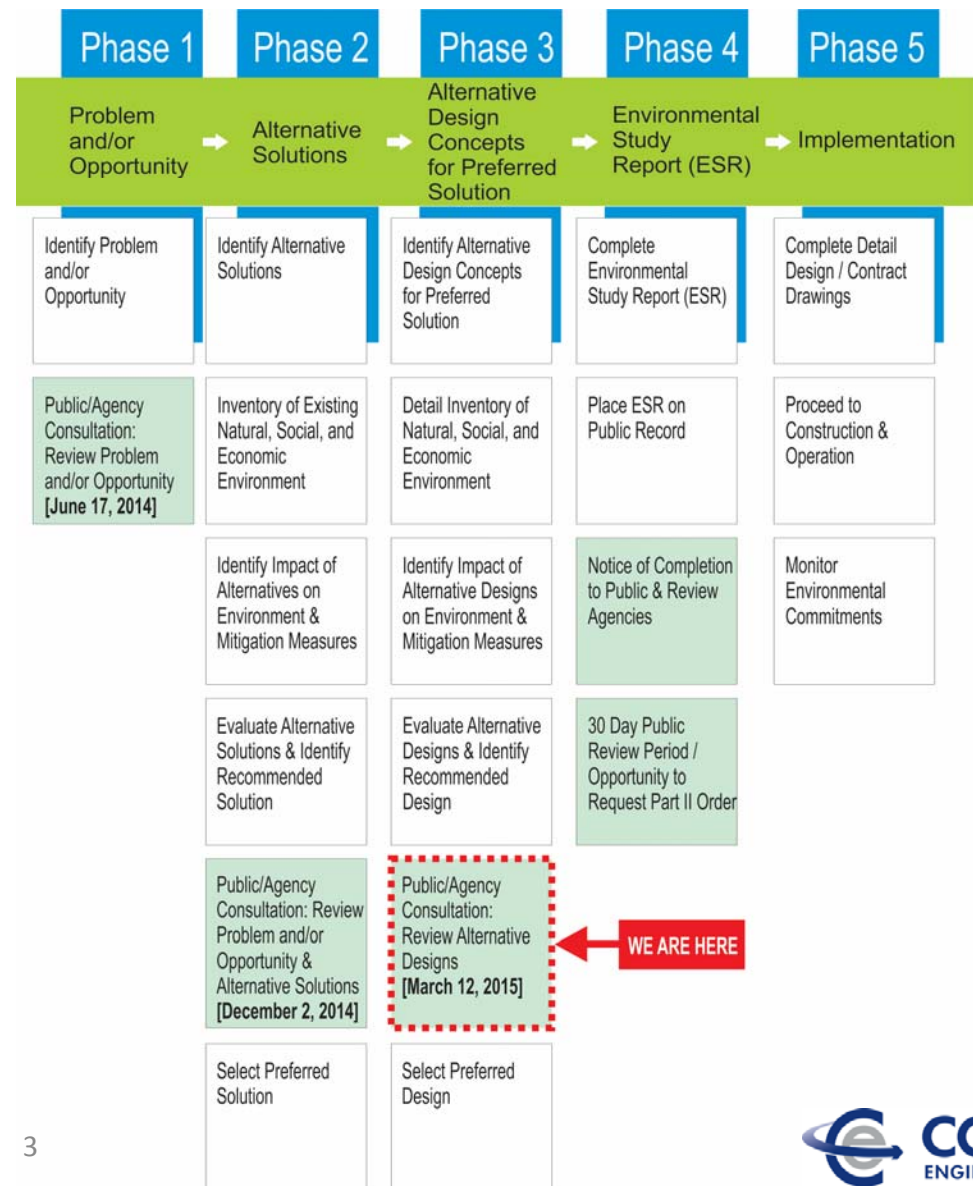
This is the third and final Public Information Centre (PIC) to be held for this study. The purpose of this PIC is to present information related to the project including:

- MCEA process
- Study area
- Problem and opportunity
- Planning alternatives considered
- Preferred planning alternative
- Review agency and stakeholder input
- Alternative design concepts
- Technical evaluation criteria
- Technical evaluation of alternative design concepts
- Preliminary recommended design concept
- Elements of the preliminary recommended design concept
- Cross-section of the preliminary recommended design concept
- Next steps

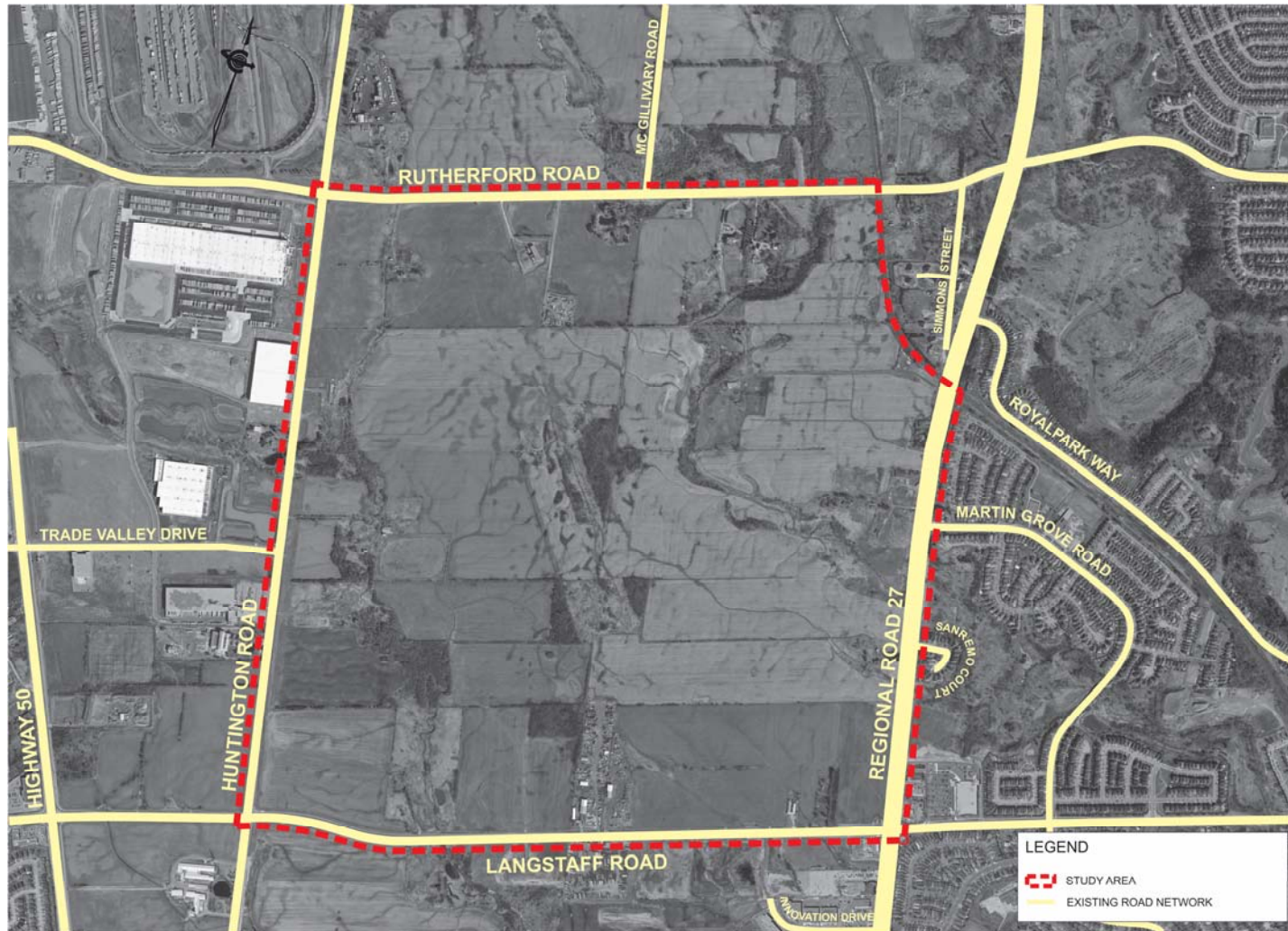
MCEA Process

This study is following the MCEA process for a Schedule “C” project, which generally includes the construction of new facilities and major expansions to existing facilities. Schedule “C” projects require the completion of Phases 1 through 4 of the MCEA process.

Consultation plays an integral role throughout the study.



Study Area



Note:
The City of Vaughan is currently undertaking the Huntington Road MCEA.

Problem and Opportunity

An opportunity exists to improve the transportation network within Planning Block 59 in the West Vaughan Employment Area to provide better connectivity to support planned development and to address broader transportation network requirements, while ensuring that natural, social and economic impacts are minimized. This could include a mid-block east-west connection as presented in the West Vaughan Employment Area Secondary Plan.

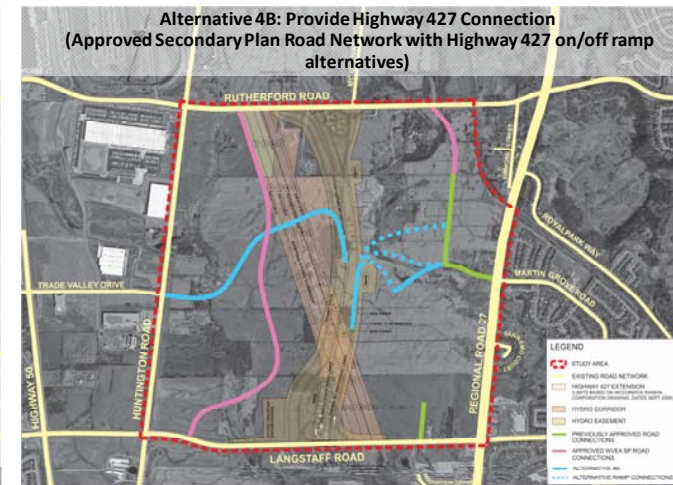
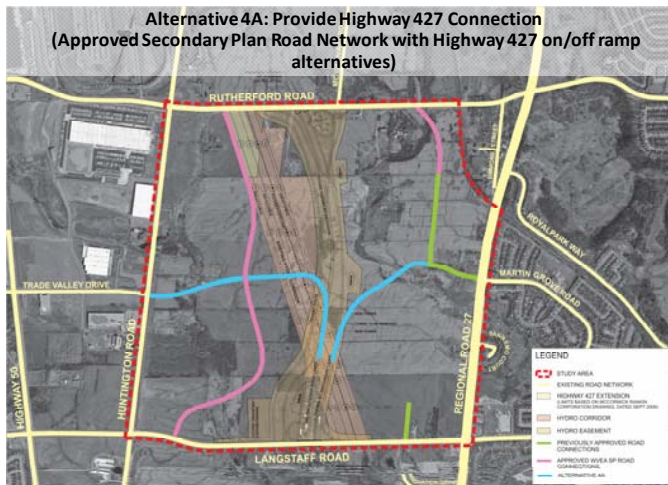
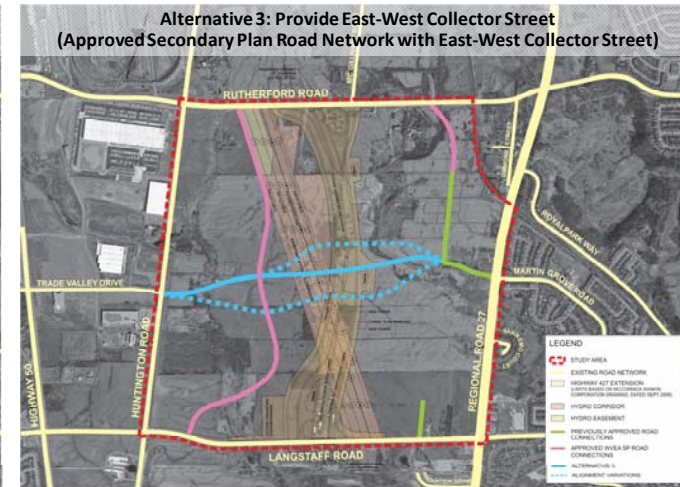
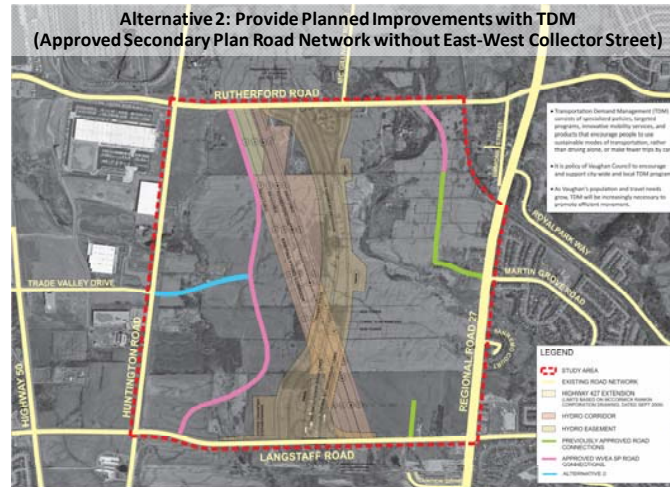
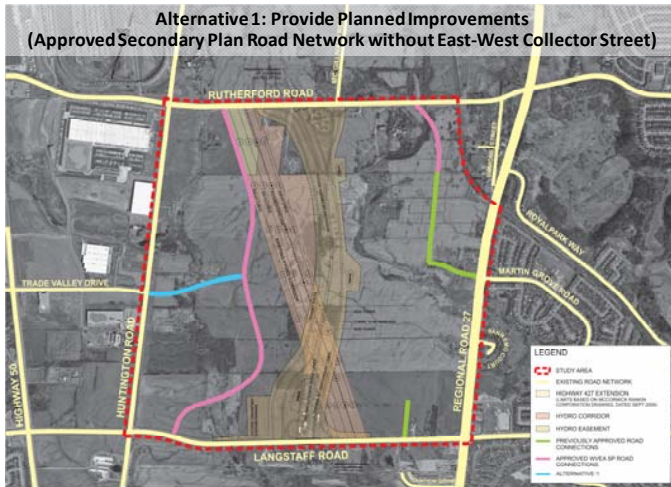
Review Agency / Stakeholder Input

Consultation is ongoing with the following review agencies / stakeholders:

- Toronto and Region Conservation Authority (TRCA)
- Ministry of the Environment and Climate Change (MOECC)
- Ministry of Natural Resources and Forestry (MNRF)
- Ministry of Transportation (MTO)
- Ministry of Aboriginal Affairs (MAA)
- TransCanada Pipelines Limited (TCPL)
- York Region
- Interested members of the public

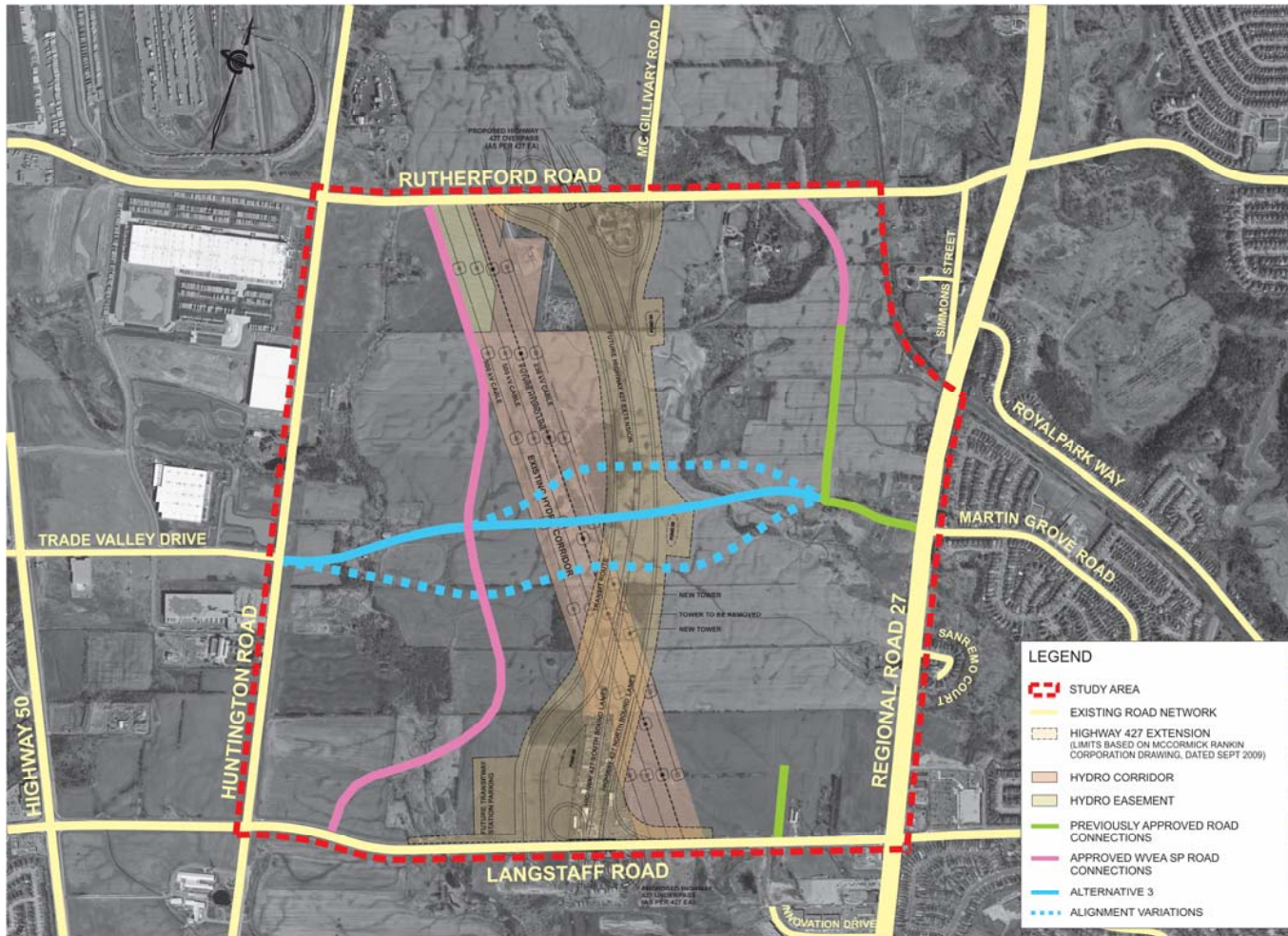
Other review agencies / stakeholders have been informed of the study and continue to receive updates and notices, unless otherwise communicated with the study team.

Planning Alternatives Considered



Preferred Planning Alternative

Alternative 3: Provide East-West Collector Street with TDM (Approved Secondary Plan Road Network with East-West Collector Street)



Alternative Design Concepts

North Design Concept

North of the Master Environmental Servicing Plan (MESP) alignment

This alignment passes over the proposed TransCanada pipeline at reasonable design grades; however, it would require Highway 427 to be raised by 7.2 m. There may be resulting earth work issues, and grading concerns due to the proximity of the Highway 427 structures to Robinson Creek.

Central Design Concept

Master Environmental Servicing Plan (MESP) alignment

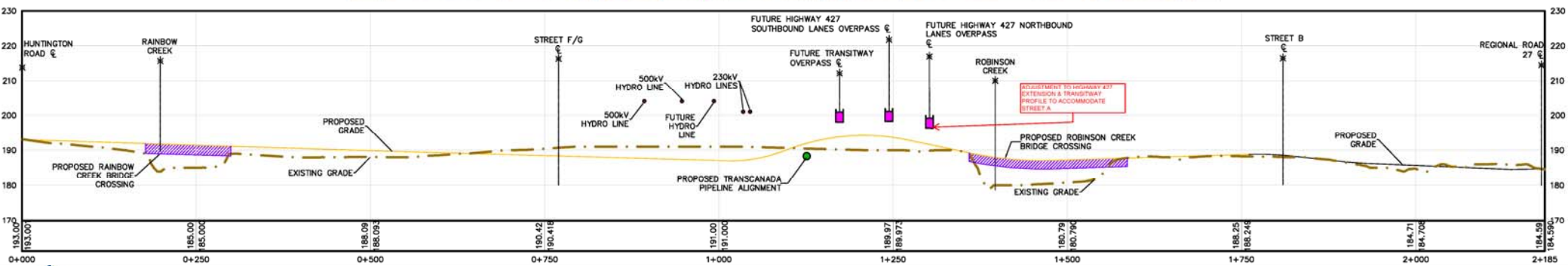
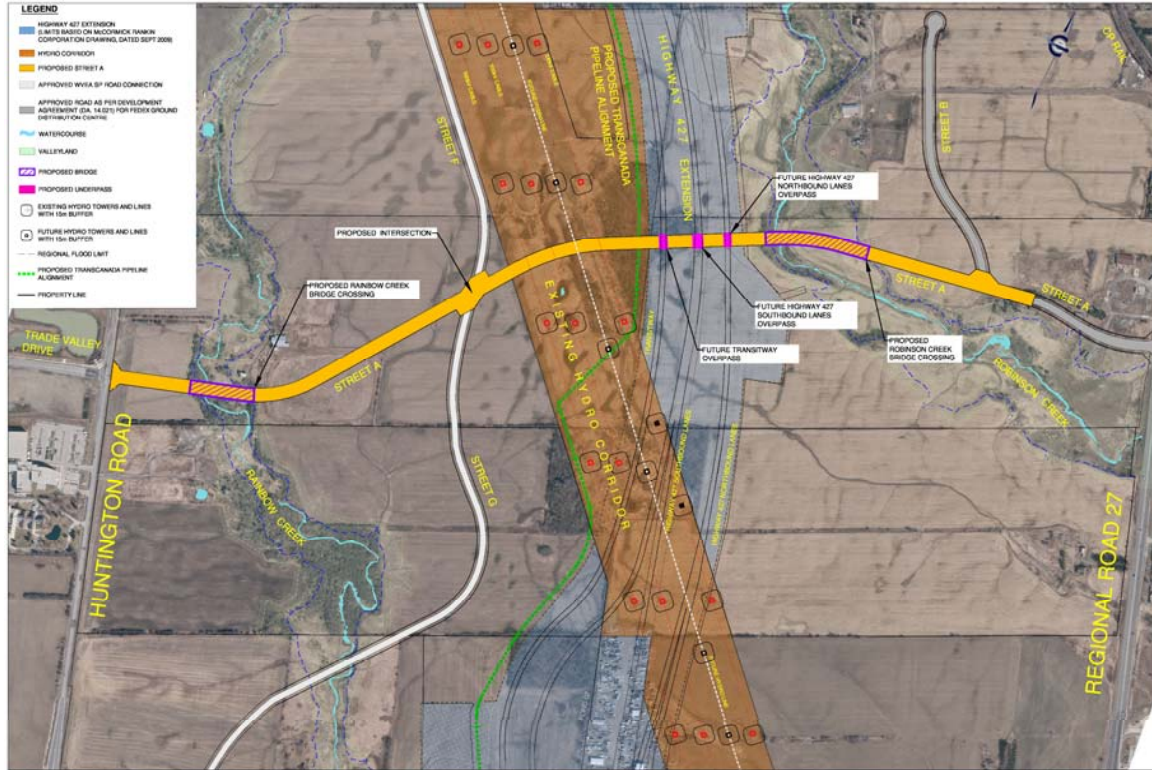
This alignment is in direct conflict with the proposed TransCanada pipeline assuming reasonable design grades.

South Design Concept

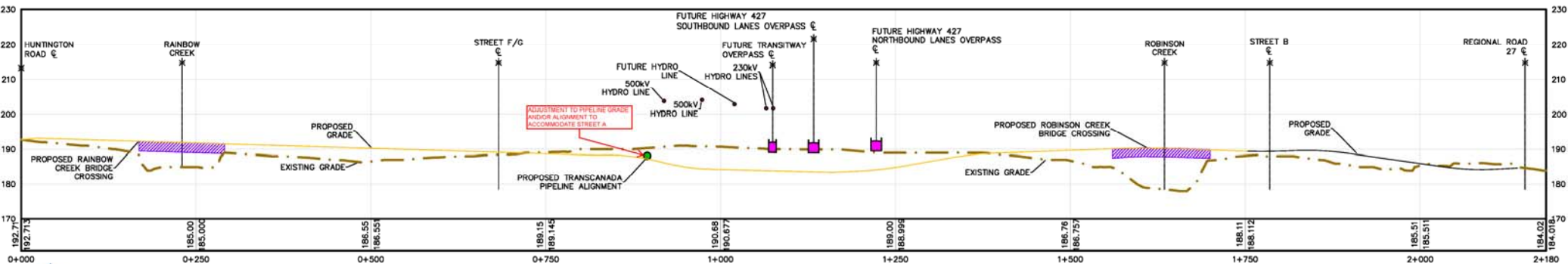
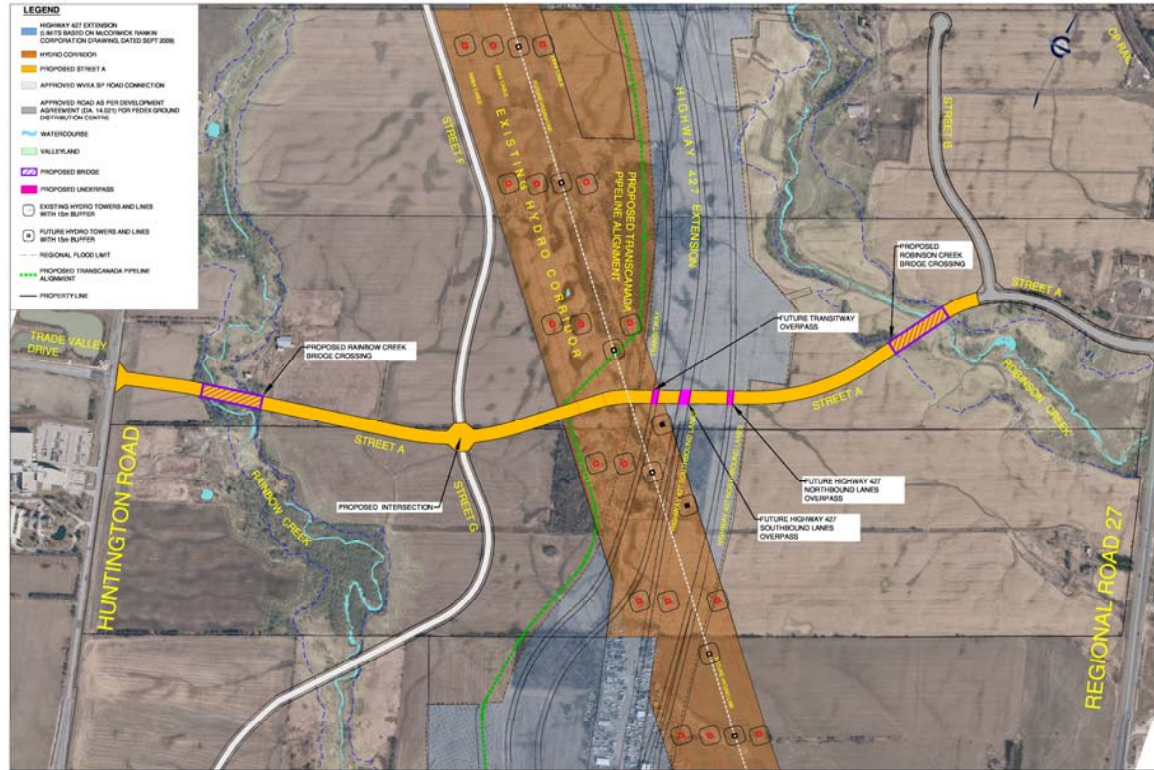
South of the Master Environmental Servicing Plan (MESP) alignment

This alignment passes over the proposed TransCanada pipeline at reasonable design grades; however, it would require the transitway to be raised, which would bring it in conflict with the existing high voltage power lines.

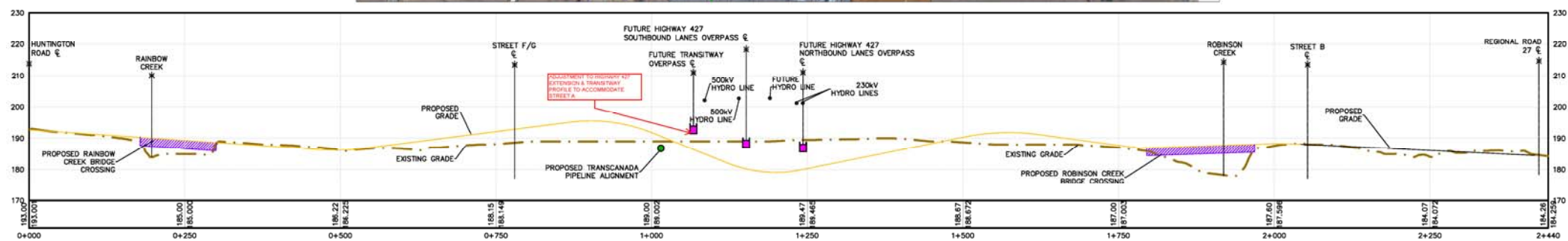
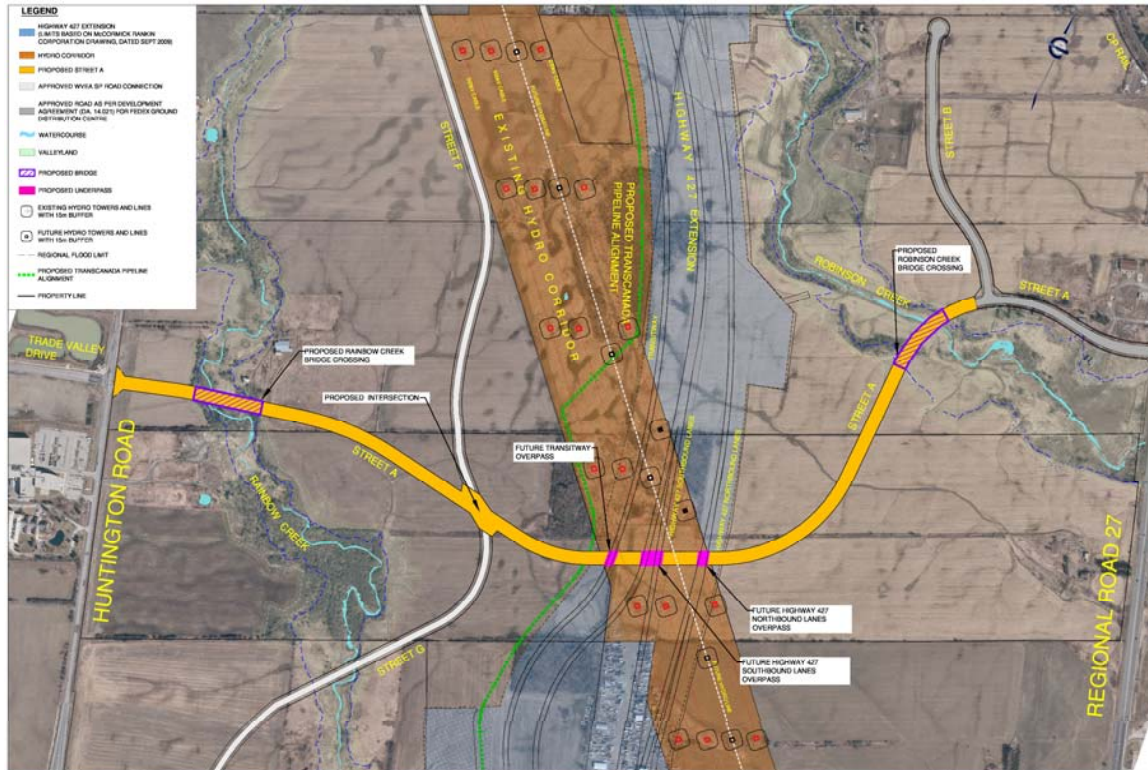
North Design Concept



Central Design Concept



South Design Concept



Technical Evaluation Criteria

Transportation/Engineering

- Ability to meet design guidelines
- Interaction of intersecting infrastructure
- Servicing requirements
- Implementation

Socio-Economic Environment

- Archaeological resources
- Built/cultural heritage
- Land parcels
- Recreational land
- Noise and vibration
- Air quality

Natural Environment

- Terrestrial features and functions
- Aquatic features and functions
- Species at risk
- City of Vaughan Draft Natural Heritage Network

Financial

- Operating cost
- Capital cost
- Property acquisition
- Utility relocation

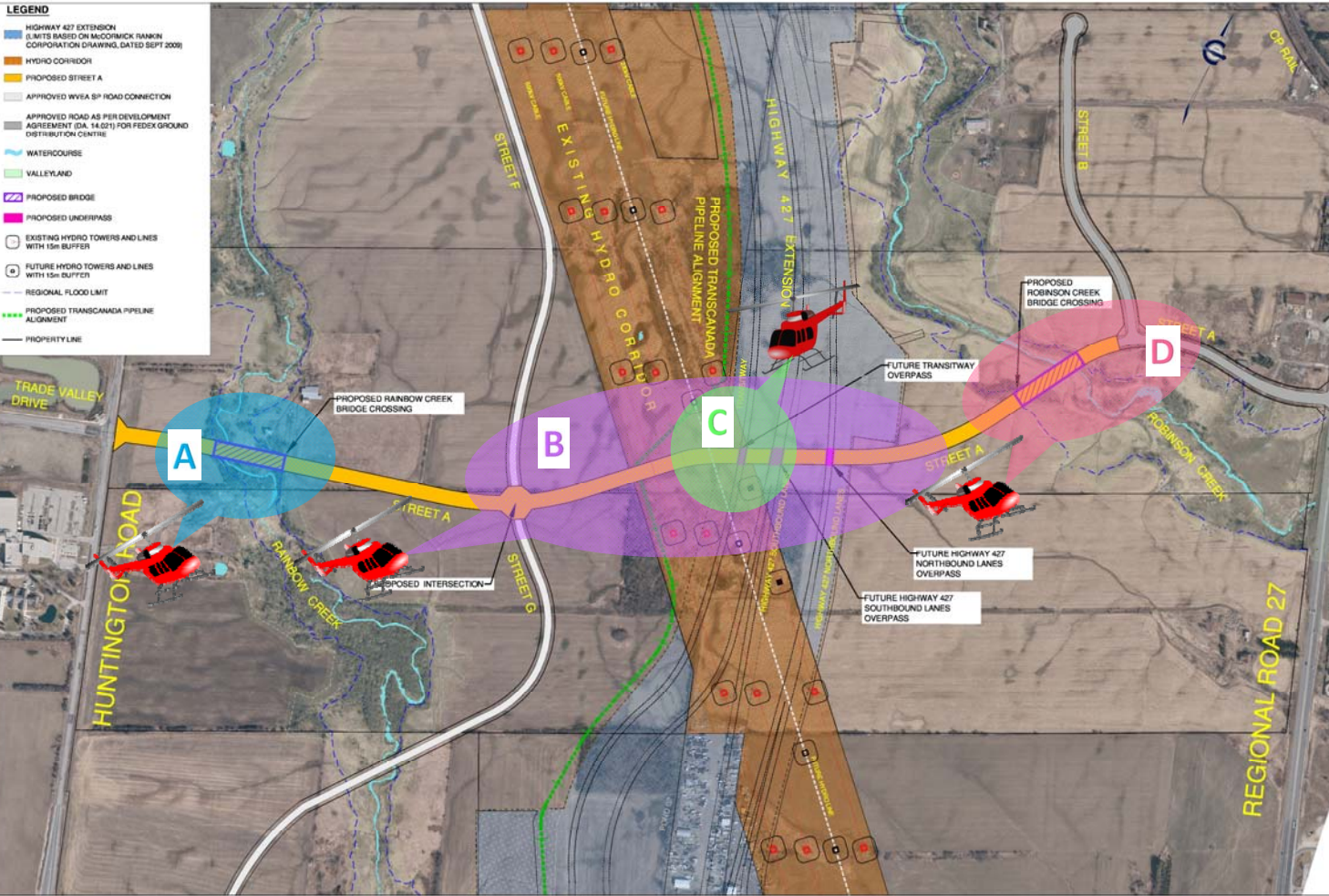
Technical Evaluation of Design Concepts

Criteria	North Design Concept	Central Design Concept	South Design Concept
Transportation/Engineering			
Socio-economic Environment			
Natural Environment			
Financial			

Least preferred ← → Most preferred

Preliminary Recommended Design Concept

- LEGEND**
- HIGHWAY 427 EXTENSION (LIMITS BASED ON MCCORMICK RANKIN CORPORATION DRAWING, DATED SEPT 2009)
 - HYDRO CORRIDOR
 - PROPOSED STREET A
 - APPROVED WYEA SP ROAD CONNECTION
 - APPROVED ROAD AS PER DEVELOPMENT AGREEMENT (DA, 14.01) FOR FEEB-GROUND DISTRIBUTION CENTRE
 - WATERCOURSE
 - VALLEYLAND
 - PROPOSED BRIDGE
 - PROPOSED UNDERPASS
 - EXISTING HYDRO TOWERS AND LINES WITH 15M BUFFER
 - FUTURE HYDRO TOWERS AND LINES WITH 15M BUFFER
 - REGIONAL FLOOD LIMIT
 - PROPOSED TRANSCANADA PIPELINE ALIGNMENT
 - PROPERTY LINE



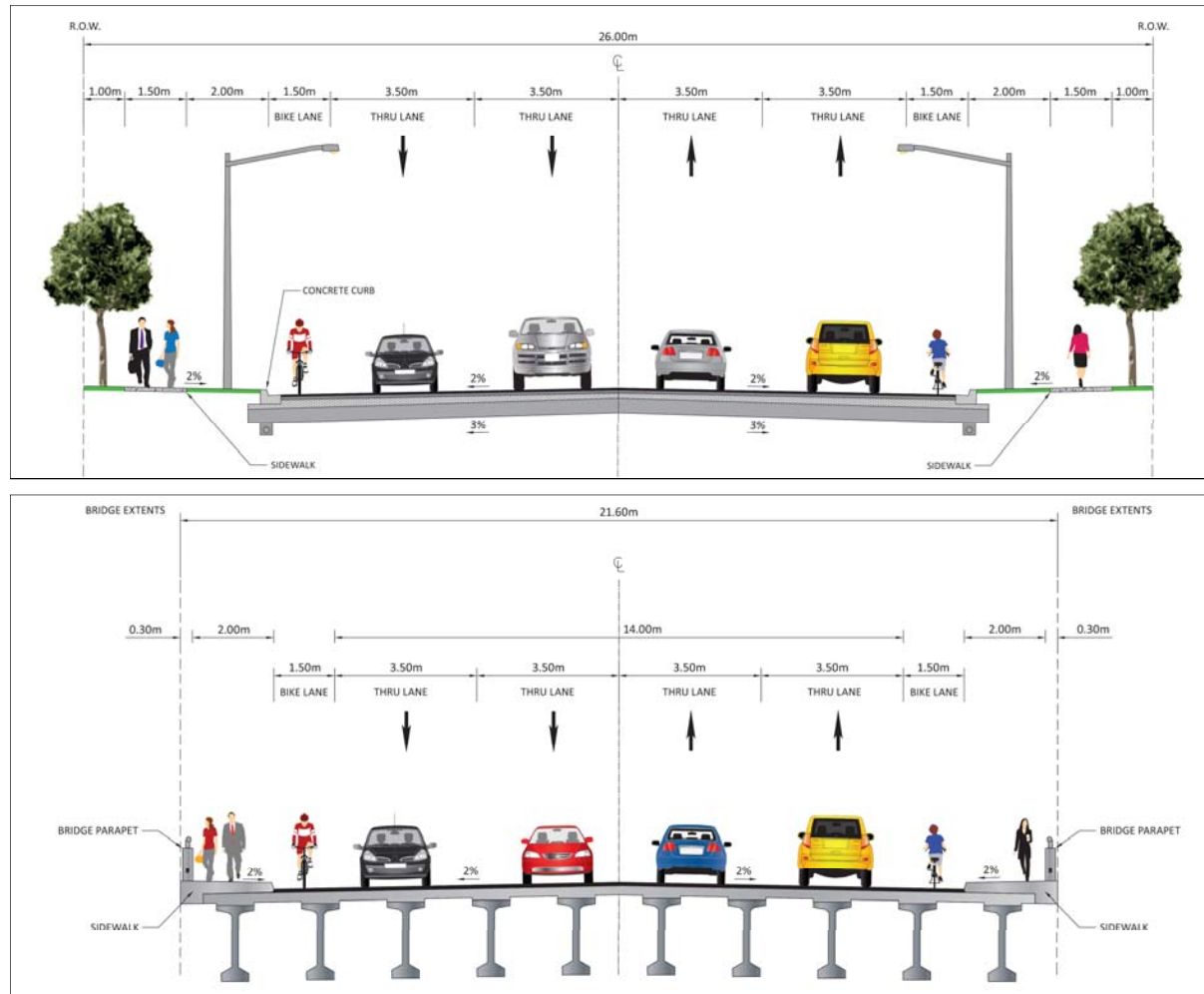
Preliminary Recommended Design Concept

Elements of Street A

- Municipal facility
- Major collector road
- 26.0 m road right of way
- 21.6 m bridge right of way
- 70 km/h design speed
- Accommodates transit and active transportation
- Intersection controls to be determined

Preliminary Recommended Design Concept

Cross-sections along Street A



Next Steps

Study process:

- Review public and agency comments received regarding PIC #3
- Prepare PIC #3 summary report and post on website
- Select preferred design
- Establish mitigation measures for the implementation of the preferred design
- Complete Environmental Study Report (ESR)

Consultation process:

- Issue Notice of Completion (mid-April 2015)
- Provide 30-day period for review of the ESR by review agencies / stakeholders (mid-May 2015)

Thank you!

Thank you for your interest in this study. Please sign in if you wish to be added to the study mailing list and notified of future project milestones and opportunities to provide input.

Throughout the study, please contact the following members of the project team if you have any comments or questions:

Mr. John McGill, P.Eng., PTOE
Consultant Project Manager

Cole Engineering Group Ltd.

70 Valleywood Drive

Markham, ON L3R 4T5

P: 905-940-6161 x349

F: 905-940-2064

E: Block59StreetA@ColeEngineering.ca

Mr. Mani Shahrokni, P.Eng., PMP
City Project Manager

City of Vaughan

Development / Transportation Engineering

2141 Major Mackenzie Drive West

Vaughan, ON L6A 1T1

P: 905-832-8585 x8163

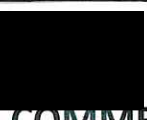
F: 905-832-6145

E: Mani.Shahrokni@vaughan.ca

Comments and information regarding this project are being collected in accordance with the requirements of the Environmental Assessment Act. With the exception of personal information, all other information received may be included in project documentation and may become part of the public record.

Attachment 3
Comments Received

SHAME on You!



COMMENT SHEET

Municipal Class Environmental Assessment Study

**Proposed Collector Street
(Between Huntington Road and Regional Road 27)
West Vaughan Employment Area, Block 59**

**Public Information Centre #3
Thursday, March 12, 2015
Vaughan City Hall, Multipurpose Room
2141 Major Mackenzie Drive, Vaughan**

We are interested in hearing any comments you may have associated with this Municipal Class Environmental Assessment Study. Thank you for clearly writing your comments in the space provided below. If you require additional space, please continue your comments on the back of this sheet.

WE can't afford this!
 JUST SAY NO - PLEASE!!!
 NO RESIDENT wants it.

IT is prohibitively expensive.
 Residents have access (adequate) east-west.

INFLATION is 1 - 1.5%
 why don't you put this to a vote by
 your constituents?
 You put the cost of additional
 soccer fields to a vote by an extremely
 select a small group.
 at least be fair. Do the same
 regarding this road.
 OH, but you know the residents
 are against it.
 LISTENING means hearing &
 acting in accordance to your information.
 - Do you need hearing aids?
 at least put up a sign on existing Martin
 Grove - Traffic open to non commercial vehicles only.

Comments and information regarding this project are being collected to assist the City of Vaughan with this Study. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

Please submit your written comments before leaving the PIC. If you require more time to comment, please mail/fax the comment sheet by Friday, March 27, 2015 to:

Mr. John McGill, P.Eng., PTOE
Consultant Project Manager
 Cole Engineering Group Ltd.
 70 Valleywood Drive
 Markham, ON L3R 4T5
 P: 905-940-6161 x349
 F: 905-940-2064
 E: Block59StreetA@ColeEngineering.ca

Mr. Mani Shahrokni, P.Eng., PMP
City Project Manager
 City of Vaughan
 Development/Transportation Engineering
 2141 Major Mackenzie Drive West
 Vaughan, ON L6A 1T1
 P: 905-832-8585 x8163
 F: 905-832-6145
 E: Mani.Shahrokni@vaughan.ca

PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

Name: _____
 Phone Number: _____
 Email Address: _____



Laurella Chadee

From: Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>
Sent: March-25-15 4:37 PM
[REDACTED]
Subject: FW: Class Environmental Assessment Study

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Shahrokni, Mani
Sent: Wednesday, March 25, 2015 4:03 PM
To: [REDACTED]
Cc: Cardile, Lucy; Hubjer, Selma; Testani, Stephanie; Pearce, Andrew; Carella, Tony
Subject: RE: Class Environmental Assessment Study

Dear [REDACTED]

Thank you for your continuous interest in this project and your dedication to safety in your neighborhood.

The traffic analysis suggests that traffic infiltration isn't anticipated to be a problem and traffic volumes in the school zone will not significantly increase once Street "A" is in place, since Martin Grove Rd. does not provide any direct connection to major arterials as it has many stop-controlled intersections. Indeed, we believe that only vehicles destined to this area (East of Highway 27) will travel to it, mainly for deliveries.

In case a vehicle was to use Martin Grove as an alternative to Highway 27 to reach Highway 7, it would have to make a total of 13 stops as well as a school crossing, at a posted speed limit of 50 km/h (40km/h in the school vicinity). In addition, a truck prohibition already exists on Martin Grove which will discourage trucks through the neighbourhood. The truck prohibition sign is posted on Martin Grove immediately East of Highway 27.

Like the Region, the City wants to establish a porous network so we wouldn't support prohibiting movements without a real need. Having said that, the Region can monitor the operations and take necessary actions as appropriate. As it will have jurisdiction over the future signalized intersection of Highway 27 and Martin Grove/Street "A", the Region will be conducting regular turning movement counts and will be monitoring traffic movement for any changes to signal timings.

If residents feel, after the development proceeds west of Highway 27, that traffic movements through the area have increased, then the Traffic Engineering Group will identify mitigation measures as required.

I trust this addresses your concerns, and should you need further details, I am available to discuss.

Sincerely,

Mani Shahrokni, P.Eng., PMP
Transportation Project Manager
Development Engineering and Infrastructure Planning Services
City of Vaughan
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
E: mani.shahrokni@vaughan.ca
T: 905-832-8585 ext. 8163
F: 905-832-6145

From: Pearce, Andrew
Sent: Wednesday, March 25, 2015 9:41 AM
To: [REDACTED] Carella, Tony
Cc: Cardile, Lucy; Shahrokni, Mani; Hubjer, Selma; Testani, Stephanie
Subject: Re: Class Environmental Assessment Study

[REDACTED]

Thank you for taking the time to forward us your concerns and suggestions respecting the proposed collector road west of Regional Road 27, which is currently the subject of a Class EA study.

The city's project manager on this Class EA, Mr. Mani Shahrokni, is currently reviewing the points that you have raised and will be responding to you shortly.

Regards,

Andrew Pearce,
Director of Development Engineering and Infrastructure Planning
City of Vaughan

From: [REDACTED]
Sent: Wednesday, March 25, 2015 7:11 AM
To: Carella, Tony; Pearce, Andrew
Cc: Cardile, Lucy
Subject: RE: Class Environmental Assessment Study

Hello,

I was wondering if there was an update following the below note.

Regards,

[REDACTED]

[REDACTED]

"Carella, Tony" <Tony.Carella@vaughan.ca> wrote:

[REDACTED]

This matter was part of the approval of the FedEx distribution centre application, in respect of which I declared an interest (as required by the Municipal Conflict of Interest Act), as I am an officer of a not-for-profit corporation that owns property abutting the FedEx site. As a result, I took no part in the discussion, when the issue you raise was discussed---either in public session, or in any in camera meeting of Council on the topic. Therefore, I am not privy to the rationale for the decision to extend Martin Grove west of Highway 27, or of any mitigating measures that Council might have considered in this regard.

In an effort to ensure that questions and concerns you have are in fact addressed, I am referring this message to the Director of Transportation Engineering, Mr Andrew Pearce, as he is the staff member best placed to provide answers and address those concerns. I am asking that he do so directly to you, with a copy of his reply to me.

From: [REDACTED]
Sent: Thursday, March 12, 2015 7:54 PM
To: Carella, Tony
Subject: Class Environmental Assessment Study

Dear Mr. Carella,

I am contacting you as a concerned citizen of Vaughan. I was born and raised in Woodbridge and hope to grow my family here.

I am concerned due to a letter received regarding a proposed collector street between Highway 27 and Huntington Rd. The reason for my concern has to do with what the drawing shows, that this is to be an extension of Martin Grove past Highway 27 and on to Huntington Rd. This will surely increase the traffic through our residential area and severely devalue our properties and endanger the children living here. There is an elementary school very close to the extension, Saint Angela Merici. The increased traffic and pollution will surely affect the children who are still developing. This is not a situation where it's a High School and the students are old enough to know not to run into the streets. With the young elementary students, they are constantly walking and running through the streets, increased traffic will definitely increase the risks to the young children. The area is filled with young families flocking to bring their children to a safe school and this would endanger the children themselves.

I have made suggestions to Vaughan City Hall but each seems to be dismissed by the engineering firm, Cole Engineering. I have suggested setting the street off-centre from Martin Grove so that it isn't directly in line with the residential section of Martin Grove. I have also suggested a type of straight-traffic obstruction, like an island, to prevent vehicles from going from the collector road to Martin Grove but still gives access to highway 27, both north and south directions. I have also proposed two simple signs at the intersection not allowing traffic to go straight through highway 27, either from the extension or from the Martin Grove side. This still allows access to highway 27 from the new extension but not into the residential area, towards the school, towards the children. I don't feel that my suggestions are unreasonable as they would solve the issue for both parties, allowing the collector road but keeping our residential neighbourhood safe.

I hope to hear your feedback on this matter soon.

Warm regards,



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Laurella Chadee

From: Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>
Sent: March-18-15 8:17 AM
To: Laurella Chadee
Subject: FW: Class environment study for Huntington Rd.

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-----Original Message-----

From: [REDACTED]
Sent: Wednesday, March 18, 2015 12:18 AM
To: Shahrokni, Mani
Subject: Class environment study for Huntington Rd.

Hello,

I would like to be added to the mailing list for the class EA study area for the 427 expansion project. Also, please let me know if there are PIC's upcoming.

Thank you,
[REDACTED]

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Laurella Chadee

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Kemper, Dean (MTO) [mailto:Dean.Kemper@ontario.ca]

Sent: March 17, 2015 10:39 AM

To: John McGill; Mani Shahrokni

Cc: Andrew.Pearce@vaughan.ca; Hubjer, Selma; Van Roon, Pauline (MTO); Copeland, Christopher J. (MTO); Mikolajczak, Margaret (MTO)

Subject: Proposed Collector Street (Street A - Block 59) PIC #3

John/Mani:

Unfortunately, I was not able to attend PIC #3 for the above project. Thank you for sending me the PIC boards which I have reviewed. I offer the following comments:

1. MTO still feels there is very little justification for Street A based on traffic projections and future demand. Since Block 59 will generally be commercial/industrial the need for an east-west mid-block collector appears unjustified.
2. As noted earlier Alternative 4A and 4B should never have been carried forward.
3. Should the Central Design Concept be approved the MTO and the City of Vaughan will need to enter into a Legal Agreement as soon as possible to ensure issues surrounding costs, timing, constructability...etc. are resolved well in advance of the Highway 427 Extension construction.

Thanks

Dean Kemper (416) 235-4664