

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

From: John MacLennan

Sent: Monday, May 30, 2016 9:44 PM

To: Regional Clerk

Subject: Meeting on June 9

My wife, Jane MacLennan and I will be on the west coast and therefore unable to attend your meeting at 9am on the 9th of June.

By way of this email we want to express our very strong opposition to an extension of the 15th Sideroad. Aside from arguments of environmental sensitivity which I am sure others are making, impact on wells of those living in Kingscross and safety issues. We believe that having two connections to Highway 400 so close to one another is not prudent.

The King Vaughan Townline is by far the most prudent choice of routes. Truck traffic in and around King is already too much - it should be forced south to a less developed area.

We know that this route was proposed many years ago and was dismissed at that time. There is even more reason to abandon the plan now.

John MacLennan  
Manitou Drive

**From:** Gary and Janie Brooks

**Sent:** Monday, May 30, 2016 10:56 PM

**To:** Regional Clerk

**Subject:** From Gary Brooks Re 15th Sideroad King City

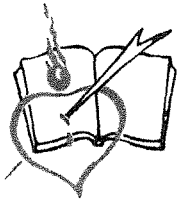
We have resided at Keri Court in Kingscross Estates for the past 34 years. We strongly object to the proposed extension and widening of the 15th Sideroad, with a connection to Hwy 400. King City should not be expected to have 2.....4 lane highways within 1.8 km of each other. We would ask for a review of this proposal, with more time given for input from the impacted residents.

Respectfully submitted

Gary and Jane Brooks

Keri Court

King City



# The Augustinians

PROVINCE OF ST. JOSEPH

Marylake Monastery  
13760 Keele Street  
P.O. Box 550  
King City, Ontario L7B 1A7

Phone: 905-833-5368  
Fax: 905-833-5569

May 30, 2016

Re: York Region Transportation Master Plan

To whom it may concern,

As a representative of the Augustinian community at Marylake (13760 Keele St., King City), I would like to state our objection to the recommended extension of the 15<sup>th</sup> Side Rd./Bloomington Rd. from just west of Keele St. to Hwy. 400. We also object to the widening of the 15<sup>th</sup>/Bloomington from 2 lanes to 4 lanes commencing at Dufferin St. westward.

Marylake has been a place of refuge and peace for our community for 75 years. One of the Augustinian missions is to continue to provide a place of solitude, peace, retreat, pilgrimage and spiritual prayer. Further development on our property's borders will not only erode our mission and also erode the pristine and untouched eco-system we hold dear in our hearts.

Yours truly,

Br. Paul Koscielniak, OSA  
Local Superior, Marylake



**Quinto M. Annibale\***  
**\*Quinto Annibale Professional Corporation**  
Direct Tel.: (416) 748-4757  
Email: [qannibale@loonix.com](mailto:qannibale@loonix.com)

**BY EMAIL ([denis.kelly@york.ca](mailto:denis.kelly@york.ca))**

May 31, 2016

York Region Chair Wayne Emmerson and Members of Council  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

Dear Chair and Members of Council:

**Re: York Region 2016 TMP – 15<sup>th</sup> Sideroad NHS Crossing**

I am the solicitor for St. Thomas of Villanova College, York Region's only independent Catholic School located at 2480 15<sup>th</sup> Sideroad in the Township of King. I am also the Chair of its Board of Directors.

Our school fronts on and has its ingress and egress on the 15<sup>th</sup> Sideroad in the Township of King, just west of Keele Street. I understand that on June 9, 2016 Committee will be considering the 2016 draft Transportation Master Plan (2016 TMP) and that the plan will go to Council for consideration on June 23, 2016. I also understand that the current draft contemplates several new crossings of the Natural Heritage System, including one along the 15<sup>th</sup> Sideroad road allowance between Keele Street and Highway 400 in King (the "15<sup>th</sup> SR"). The TMP proposes that this road will be opened by 2041. Both roads are under the jurisdiction of the Township of King, but are proposed to be uploaded to the Region before they are constructed.

My client opposes the inclusion of the 15<sup>th</sup> SR in the 2016 MTP for the following reasons:

1. The proposed road connection will have significant impacts on the form and function of the existing Natural Heritage System through which the road would traverse;
2. The proposed road connection would traverse some of the most sensitive parts of the Oak Ridges Moraine;
3. We have a student population of 525 students (planned to expand to 800 students at full build out). We are concerned for student safety. A connection to the 400 will result in the school fronting on a major arterial road, rather than the dead end gravel roadway upon which it presently fronts;



4. The location of the school was chosen for its pastoral setting and rural character. The quiet peaceful surroundings are conducive to the educational pursuits carried on at the school. The atmosphere and aesthetic of the school are important to the school and fit in perfectly with the fundamental principles that govern its educational philosophy of "Unitas Veritas, Caritas". It was this reason that the land was acquired from its neighbour, the Augustinian Fathers (Ontario) Inc. in 1998. I understand that the Augustinian Fathers oppose the opening of the 15<sup>th</sup> Sideroad as well;
5. The PPS requires that public authorities maximize the utilization of major infrastructure. Large portions of the lands which would abut this proposed road are located within some of the most sensitive parts of the Oak Ridges Moraine. Much of the land is located within the Natural Core and Natural Linkage designations. Much of it contains Key Natural Heritage Features, much is hydrologically and ecologically sensitive and much of it consists of landform conservation areas. Construction of a major piece of infrastructure which will be adjacent to virtually undevelopable lands such as these does not utilize resources in the way contemplated by the PPS. It is in fact a poor utilization of resources.

I am aware that the TRCA has also commented on this proposal and has recommended that the MTP include a requirement for an Environmental Assessment before any NHS crossings, including this one, are proposed. While we agree that this is a minimum requirement, we do not believe the recommendation of the TRCA goes far enough. Where the potential adverse impacts on the environment and on our school community are so obvious from the beginning, we do not believe any purpose would be served by an EA which examines the 15<sup>th</sup> Sideroad as an option. For that reason, we request that the 15<sup>th</sup> Sideroad be removed entirely from the text, schedules and project sheets of the 2016 MTP.

I would appreciate being kept apprised of any decisions made, or meetings held or reports written which deal with this matter.

Yours truly,

**LOOPSTRA NIXON LLP**

Per:

Quinto M. Annibale

QMA/rg

cc Carolyn Woodland, TRCA  
cc Minister of the Environment  
cc Minister of Natural Resources  
cc Mayor and Members of Council, Township of King

**Clark, Carol**

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**Subject:** FW: Widening and extension of 15th Side Road

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**From:** ROLF ZUGELDER

**Sent:** Tuesday, May 31, 2016 4:35 PM

**To:** Regional Clerk

**Subject:** Widening and extension of 15th Side Road

Based on expected severe damages to this environmentally sensitive area we oppose the widening and extension of the 15th Side Road.

We are at XXX Kingsworth Road, Kingscross, King City and border on the 15th Side Road.

We are very worried what this would do to the water table in the area and to the impact on our own well.

We kindly ask you to consider our concerns.

Hiltrude and Rolf Zugelder

**Clark, Carol**

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**Subject:** FW: Widening of the 15th Sideroad

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**From:** ROLF ZUGELDER  
**Sent:** Wednesday, June 08, 2016 2:46 PM  
**To:** Clark, Carol  
**Subject:** Widening of the 15th Sideroad

Dear Carol:

Our names are Hiltrude & Rolf Zugelder, living at xxx Kingsworth Road, Kingscross Estate, King City, ON L7B 1J9.

We border on the 15<sup>th</sup> Sideroad (between Keele and Jane Streets). We bought our property in 1968 and built our own house. We enjoy the precious wildlife we experience all year round, the many breeding birds, butterflies, wild turkeys, turtles (not to mention the raccoons and skunks), plant species (many species a risk) and mainly the deer who come across the 15<sup>th</sup> Sideroad from the Marylake fields and bush to our water feature in the backyard and in the fall feast on our apple trees. The largest number of these amazing animals we counted was eight. They would not be able to cross the 15<sup>th</sup> anymore; many would be driven away or even killed by a 4-lane Highway.

This busy highway would also have to be used by many parents to drop off their children at Villa Nova Campus, also the sports facilities are very close to the 15<sup>th</sup> etc.

The area around the 15<sup>th</sup> Sideroad is environmentally very sensitive and one has to be very careful not to mess with nature, the Oak Ridges Moraine is also to be considered. We owe it to the next generations to protect nature; keep the area healthy and environmentally friendly.

Many people bordering on the 15 Sideroad have their own wells – probably nobody informed the home owners on the impact on the water quality and even wells may be running dry. Nobody impacted by this was notified and we kindly ask for postponement of any decision and take the time to take all our concerns into consideration.

We therefore wish to state categorically that we are totally against converting the currently unimproved 15<sup>th</sup> Sideroad between Keele and Jane Street into a 4 lane highway.

Please do inform the Committee of the Whole about our concerns. - Thank you

Kind Regard  
Hiltrude & Rolf Zugelder

# *Kingscross Ratepayers Association*

June 31, 2016,  
321 Kingscross Drive,  
King City, ON L7B 1J9

To;  
York Region Council,  
17250 Yonge Street,  
Newmarket, Ontario  
L3Y 6Z1

Dear Members of York Region Council.

Re: Transportation Master Plan Proposal

It has come to our attention that your proposed Transportation Master Plan has identified the 15<sup>th</sup> Sideroad as a possible route to connect Highway 400 to Highway 404 as identified on both the main Master Plan map and on the Strategic Goods Movement map. This possible route would include both an extension and widening of the 15<sup>th</sup> Sideroad. It would mean opening up and cutting a new road from west of Keele Street to Jane Street.

We the Kingscross Ratepayers Association have consulted with our membership and wish to inform you that we have very strong opposition to this proposal for the following reasons;

1. The extension of the 15<sup>th</sup> Sideroad would mean that somehow the road would have to cut through a portion of the Eaton Hall, Mary, Hacket Provincially Significant Wetland (PSW), which is one of the largest and most diverse wetlands on the Oak Ridges Moraine. It would be impossible to do this without causing permanent harm to this important wetland and the aquatic and terrestrial life that are dependent on that wetland. Since this wetland transits at this point in a north south direction it would be impossible to bypass it. The toads, turtles, snakes, frogs, fish and other wildlife dependent on our wetlands do not get to vote when their lives are threatened by a proposal such as this.
2. We don't know if you are aware that the road would also abuts the backyard properties of many of our members. All of our members are on private wells and a major road such as this will result in road salt runoff getting into wells rendering the wells unsafe for drinking. The road salt would also do untold ecological harm to the many streams and wetlands that are in our neighbourhood as the headwaters of the East Humber River. This would likely create a cause for legal action for significant damages to the 170 homes in Kingscross as well as a number of other properties adjacent to the proposed widened road.
3. Many studies have shown that building new roads does not reduce traffic – it only brings more vehicles onto the roads. This proposal seems unconnected to the provincial proposal to build a new multi lane Highway 413 from the west of the GTA through to Highway 400. It is obvious that any new major road should connect to where that will connect to Highway 400. At the moment that is near the King Vaughan Line.

We are requesting that before any additional consideration is given to this proposal that it be turned down or at a minimum that a comprehensive plan that includes the full Level 2 Environmental Assessment for the new proposed highway Highway 413 GTA West Corridor be undertaken.

Please advise us if we can be of any assistance as you move forward with your planning for new roads.

Thank you,



Mary Muter,  
Co-chair, Kingscross Ratepayers Association



**Clark, Carol**

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**Subject:** FW: Public Consultation on 15th Sideroad

**From:** ADINA

**Sent:** Tuesday, May 31, 2016 4:09 PM

**To:** Regional Clerk

**Subject:** Public Consultation on 15th Sideroad

Hello York Region Clerk,

Please enter this email as my strong opposition to the proposed widening of the 15th sideroad extension.

Unfortunately due to work obligations I am not able to be physically present at this meeting. I am a resident of King Township south of the proposed extension at xxxx Jane Street and have great concern over the degradation of the wells in the area that supply our drinking water. There are a number of other concerns that warrant attention around this issue also. This subject has been heard 8 years ago and was cancelled at that point. Why is it being revisited when alternates that could serve the same purpose are available and quite possibly better without impact to water table sensitive lands. Protect the quality of life and water that is already existing.

Please include this submission as my strong opposition toward this 15th sideroad extension and expansion.

Thank you

Adina Smolcic

**Clark, Carol**

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**Subject:** FW: 15th Sideroad Extension and Jane Street Widening

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**From:** Noel Corbett  
**Sent:** Tuesday, May 31, 2016 1:57 PM  
**To:** Regional Clerk  
**Subject:** 15th Sideroad Extension and Jane Street Widening

Dear Sir or Madam,

First, I would like to state my opposition to the development of a four-lane arterial road along the 15th Sideroad, King Twp. Not only will such a road be bad for the environment, it will also promote more more urban sprawl on the Oak Ridges Moraine.

Second, I am opposed to widening of Jane Street to a four-lane arterial road from Teston Road to the 15th Sideroad, King Township, with an interchange at Jane and the 15th. This will surely spawn rampant commercial/industrial/residential development.

As a 38-year resident of Jane Street, I have seen this road transformed into "Highway 440A", with no police enforcement. Heavy trucks routinely use Jane Street to avoid the inspection station on Hwy 400. There is never any police enforcement of speeding and there is never any Safety Enforcement of trucks by the Department of Transport. Widening of Jane Street will not only worsen this situation, it will also make it more and more difficult for residents to enter and exit their driveways in safety.

Thank you for your attention

--  
Noel L. Corbett  
Professor Emeritus ~ Professeur émérite  
French Studies ~ Études françaises  
York University ~ Université York  
Toronto, CANADA, M3J 1P3

**Clark, Carol**

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**Subject:** FW: 15th Sideroad Extension Proposal - York Region Master Transportation Plan

**From:** annette hansen

**Sent:** Wednesday, June 01, 2016 12:13 PM

**To:** Regional Clerk

**Subject:** 15th Sideroad Extension Proposal - York Region Master Transportation Plan

I am writing because I have been advised just this week that York Region is recommending that the 15th Sideroad be extended to Highway 400 with interchanges at the 400, as part of the York Region Master Transportation Plan. I understand that the York Region will vote on this plan in the very near future.

I am HIGHLY surprised that there seems to have been no discernible notice to the public regarding this proposal. Surely development of this significance and involving such a highly sensitive section of the Oak Ridges Moraine and wetlands would warrant high visibility and opportunity for study and discussion. Has an environmental study been conducted and considered for the 15th Sideroad extension? Has it been published for the public consideration and debate? Does locating a new Highway 400 interchange at the 15th Sideroad, so close to existing interchanges, make sense? Are there not other roads that are more suitable - the King-Vaughan line for example?

I have been advised that some 12 years ago, extending the 15th Sideroad to the 400 was considered but that it was determined to be unsuitable and it was dropped as an option for consideration. I believe that bringing the 15th Sideroad proposal back now without adequate publicity and opportunity for debate is highly inappropriate and irresponsible.

I wish to formalize my opposition to any proposal to extend the 15th Sideroad to Highway 400. My positions are as follows and each of them is independent.

- I am opposed to any proposal to extend 15th Sideroad.
- I am opposed to any proposal to extend 15th Sideroad to Highway 400.
- I am opposed to any proposal to extend 15th Sideroad to Highway 400 with interchanges.
- I am opposed to any such extension being designated and/or utilized as a truck bypass.
- I am opposed to any such extension being used to transport hazardous materials.

I would like to receive notifications regarding all matters pertaining to York Region Master Transportation Plan.

This email replaces the incomplete email sent in error minutes ago.

Yours truly,

Annette K. Hansen  
Cranberry Lane  
King City

**Clark, Carol**

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**Subject:** FW: Extension and widening of 15th Sideroad King City

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

From: Julie M

Sent: Tuesday, May 31, 2016 6:29 PM

To: Regional Clerk

Subject: Extension and widening of 15th Sideroad King City

I wish to voice our concern regarding the extension and widening of the 15th Sideroad through to Jane Street and ultimately Highway 400. Our primary concern is the effect that this will have on the water table and thereby the drinking water wells in Kingscross. The transportation of hazardous materials along this route as a truck bypass creates the potential for a spill effecting the groundwater and is of immense concern. The sheer volume of traffic as well as the salt and road runoff will most certainly effect the quality of the groundwater running directly south into Kingscross Estates. Due to the sensitive environmental nature of the area and of the groundwater table, we hope that you reconsider your evaluation of this route as a possible solution.

Respectfully yours,

Julie and Dave MacIver - Kingscross Estates, King City Champlain Cres.  
King City, Ont.

**Clark, Carol**

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**Subject:** FW: Extension of 15th Side Road from Keele to Jane/400

**From:** Boris

**Sent:** June-05-16 7:20 PM

**To:** Regional Clerk

**Subject:** Extension of 15th Side Road from Keele to Jane/400

Please consider this email as our expression of our very strong opposition to the extension of the 15th Side Road.

A number of years ago a similar extension plan was cancelled due to environmental concerns to our wells and the whole water table for Kingscross Estates. An environmental study was done at that time.

The plan to extend the 15th would just further deteriorate the sensitive environment of the Oak Ridges Moraine. The existing attributes need to be protected.

Boris & Marleen Bratuhin  
Kingsworth Road, King City

**Clark, Carol**

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**Subject:** FW: Proposed Widening of 15th Sideroad, King City

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**From:** Fiorini, Karen

**Sent:** Wednesday, June 08, 2016 8:36 AM

**To:** Clark, Carol

**Subject:** Proposed Widening of 15th Sideroad, King City

I am sending this email with respect to York Region's proposed widening of the 15<sup>th</sup> Sideroad in King City, from Bathurst to Highway 400. I am a resident of the 15<sup>th</sup> Sideroad and this issue was brought to my attention very recently by one of my neighbours. I was not aware of any recent proposals. Unfortunately I was not able to attend an information session last night held by some of the local residents, so I am not knowledgeable of all of the issues, but if the Region is proposing to widen 15<sup>th</sup> Sideroad from Bathurst to Highway 400, I would like to be kept up to date on all aspects of this issue. I have put my name and contact information forward at various King Township Council meetings, and public open houses held by York Region with respect to transportation and planning matters. I was not made aware of any recent proposals.

If the Region is seriously considering the 15<sup>th</sup> Sideroad, I would ask that they consider other routes. The 15<sup>th</sup> Sideroad passes through an environmentally sensitive area. Why would the Region not put forth the use of King Road as an east/west corridor? It is already established. The "King City By-Pass" has been a long standing issue with local residents. Has this been given another name now?

I would ask that Council postpone any decisions with respect to the 15<sup>th</sup> Sideroad until such time as proper notice can be given to residents to express their views.

Karen Fiorini

**Clark, Carol**

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**Subject:**

FW: 15th Sideroad King City York Region Master Transportation Plan

Re: Proposed Transportation Master Plan 15<sup>th</sup> Side Road King City, Ontario

Dear Sir/Madame:

I am writing this letter to express my objection to the proposed Transportation Master Plan of 15<sup>th</sup> Sideroad in King City and would like to postpone any decision on the extension of 15<sup>th</sup> Sideroad pending and independent environmental study and the **proper** notification of **ALL** residents of 15<sup>th</sup> Sideroad and King City . I would like to start off my mentioning that if it were not for some concerned residents of King City that attended the open house I was **NEVER** notified of this meeting or proposal until yesterday evening by concerned residents of King City.

I currently reside at xxxx 15<sup>th</sup> Sideroad in King City for over 20 years. The decision is on such short notice it does not give the residents of the area time to be notified of any decision or to get a proper environmental impact study conducted on the impact of this decision.

My Concerns Are As Follows:

- The contamination of the ground water supplying drinking water to my residence and main wells in King City - due to the excess road salt | sodium and chloride plume | wells supplying drinking water on 15<sup>th</sup> Sideroad are located in the FRONT of the residences
- The environmental impact on the surrounding area nature wildlife and headwaters
- Impact of the dust , stray light impact, noise pollution to the residents
- The protection of the Oak Ridges Moraine this is a very highly sensitive area of concern with the Humber River that has been designated a Canadian Heritage River | this corridor is a ground recharge area for the underground waters of the Oak Ridges Moraine
- Negative effect on ALL the properties on 15<sup>th</sup> Sideroad
- This proposal is in complete conflict with the “Greenlands System For York Region Final Report” as well as the Greenbelt Initiative and the Oak Ridge’s Moraine

I am sure there are alternative routes for this proposed extension that will have less of an environmental impact instead of pushing this through an very highly sensitive environmental area of King City.

I urge Council to postpone any decision on the extension of 15<sup>th</sup> Sideroad until the proper environmental studies can be conducted and the notification of ALL the effected residents of this extension.

Regards,

Maria Polsinelli  
15<sup>th</sup> Sideroad  
King City, Ontario

**Clark, Carol**

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**Subject:** FW: 15th Sideroad,King City bypass

**From:** tiziana dilena

**Sent:** Wednesday, June 08, 2016 1:53 PM

**To:** Clark, Carol

**Subject:** re: 15th Sideroad,King City bypass

We are writing to you regarding the 15th Sideroad in King City. We were just made aware of a meeting of York Region Council on June 9th, 2016 . We were not aware of this meeting nor we we aware that the 15th Sideroad was being considered once again for a bypass.

We have lived on the 15th Sideroad between Bathurst Street and Dufferin Street for 28 years and have already seen an increase in car and truck traffic on our road. We have our well in front of our home and are worried that any change to this road would impact our wells and also the wildlife that we have grown to love.

We are requesting that you postpone any vote or decision pending further environmental studies.

Sincerely,

Tony and Tiziana DiLena  
15th Sideroad,  
King City, Ontario



**Clark, Carol**

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**Subject:** FW: Please note our interest in communicating our opposition to the 15th side road extension and widening from Keele to 400 at the June 9th meeting

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

From: Ric Bedard [<mailto:ric@cetaris.com>]

Sent: Tuesday, May 31, 2016 10:44 PM

To: Regional Clerk

Subject: Please note our interest in communicating our opposition to the 15th side road extension and widening from Keele to 400 at the June 9th meeting

We were notified this must be sent today. Please take this email as our notice.

Ric

Ric Bedard

Cetaris

Constellation Court



**Quinto M. Annibale\***  
\*Quinto Annibale Professional Corporation  
Direct Tel.: (416) 748-4757  
Email: [gannibale@loonix.com](mailto:gannibale@loonix.com)

**BY EMAIL ([denis.kelly@york.ca](mailto:denis.kelly@york.ca))**

May 31, 2016

York Region Chair Wayne Emmerson and Members of Council  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

Dear Chair and Members of Council:

**Re: York Region TMP – Pine Valley Drive**

I am a resident of Vaughan and live at Muzich Place. I understand that at the end of the month, Council will be considering the 2016 draft Transportation Master Plan (2016 TMP). I also understand that the current draft contemplates the completion of the link for Pine Valley Drive in Vaughan which proposes to connect Clubhouse Road and Langstaff Road (the "PVD Link"). On May 16, 2016 I wrote to the City of Vaughan in connection with the Weston Downs Traffic Study currently underway and I advised Council of my opposition to the study considering the PVD Link" as a possible solution. A copy of my letter is attached.

For all of the same reasons set out in my letter, and for the following three additional reasons, I request that the Region of York amend its MTP to remove any reference to the PVD Link from the text, schedules and project sheets of the TMP:

1. The TRCA now owns the road allowance for this stretch of Pine Valley Drive and manages it as part of Boyd Conservation Area. The Region has no authority to propose a road not under its jurisdiction;
2. The Huron Wendat have expressed concern that the PVD Link could have serious impact on the significant cultural resources in the vicinity (which suggest that a high likelihood that significant cultural resources exist within the former road allowance for the PVD Link); and
3. The PVD Link is an Environmentally Significant Area (and "ESA") which contains high quality habitat, a distinctive valley and areas of groundwater discharge and recharge. It functions as a regional corridor for terrestrial and aquatic life and is also an ANSI (a Provincially Significant Life Science Area of Natural and Scientific Interest).



I also support the TRCA recommendation that text be added to the 2016 TMP that the PVD Link not be considered due to un-mitigatable impacts to significant natural and cultural resources that would result from this infrastructure and that the TMP be amended to reflect the current ownership of the PVD Link by the TRCA.

In addition to the foregoing, I support the request by the TRCA that the Region re-state sections 1.10(12) and 2.1.10(13) of the 2010 York Region Official Plan in the 2016 TMP so that it is consistent with the 2009 TMP and so that there is clear direction in all future EAs undertaken with respect to projects contemplated by the 2016 TMP (which presumably will find their way into the new YROP), as well as the request that the 2016 TMP be revised to clearly state the relationship of the 2010 YROP policies to the 2016 TMP and all EA's that follow from the 2016 TMP.

I would appreciate being kept informed of all matters related to the 2016 TMP and the PVD Link.

Yours truly,

**LOOPSTRA NIXON LLP**

Per:

A handwritten signature in black ink, appearing to read 'Q. Annibale'.

Quinto M. Annibale

QMA/rg  
Enclosure

cc Minister Del Duca  
cc Carolyn Woodland, TRCA  
cc Minister of the Environment  
cc Minister of Natural Resources  
cc Environmental Defence  
cc National Golf Club of Canada  
cc Pinewood Ratepayers Association



# LOOPSTRA NIXON LLP

BARRISTERS AND SOLICITORS

**Quinto M. Annibale\***

**\*Quinto Annibale Professional Corporation**

Direct Line: 416-748-4757

E-mail: qannibale@loonix.com

May 16, 2016

**By E-mail**

Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor and Members of Council:

**Re: Weston Downs Traffic Study**

I live at Muzich Place in Weston Downs with my family. I have lived in Weston Downs for just shy of 20 years. I understand that there will be another Public Information Session ("PIS") as part of the Weston Downs Traffic Study (the "WDTS") on May 17, 2016.

On March 24, 2016 I wrote an e-mail to the City in advance of the April 6, 2016 PIS at which time I advised of my objection to the WDTS considering the extension of Pine Valley Drive from Clubhouse Road to Rutherford Road (the "Pine Valley Extension") as a potential traffic improvement.

On April 20, 2016 the Weston Downs Ratepayers Association held a community meeting at which time I understand the WDTS was discussed as part of the meeting agenda. I also understand that many residents of Weston Downs spoke at that meeting in opposition to considering the Pine Valley Extension as a solution.

The position of the Ratepayers Executive (that the Pine Valley Extension be considered as a traffic solution), seems to have been at odds with the views of the community at that meeting. I have been subsequently advised that the Pine Valley Drive Extension has been advocated by a developer of a large parcel of land located much further north on Pine Valley Drive.



Since making my original submissions, I have spoken to many of my neighbours in Weston Downs and have reviewed more carefully the suggestion in the context of the larger policy regime. What has become evident to me is that a great many people oppose any consideration whatsoever of the Pine Valley Extension as a solution to any traffic concerns that may exist in Weston Downs. Therefore, Council should not equate the position of the Weston Downs Ratepayers Association Executive as being in any way representative of the Weston Downs Community. I and my neighbours continue to oppose any consideration of the Pine Valley Extension as a potential solution to the Weston Downs traffic problems and request that the study authors not consider this as part of their study, for the following reasons:

1. No part of the Pine Valley Extension is located within the WDTS Study Area (see study limits contained in the presentation given at the April 6, 2016 PIS here):

<https://www.vaughan.ca/services/residential/transportation/traffic/General%20Documents/Presentation.pdf>

2. The Pine Valley Extension is not shown as a potential transportation improvement (present or future) in Schedule 9 of the Vaughan Official Plan, 2010. Its extension would be contrary to the Official Plan of the City of Vaughan;
3. The Pine Valley Extension option was considered by the City, the Region and the Province in the early 2000s and was rejected. In fact, the Minister of the Environment of the day halted the Municipal Class Assessment being undertaken jointly by the Region and the City and ordered that a full individual assessment be undertaken instead. The reasons given by then Minister Dombrowsky were that the Pine Valley Forest was "an area of natural heritage significance that contains old-growth trees" and that building the road could have significant environmental impacts on the area. This was in 2004;
4. The Pine Valley Extension would contravene the Provincial Policy Statement (the "PPS");
5. The Pine Valley Extension would require a full Individual Environmental Assessment under the *Environmental Assessment Act*. In 2006, then Environment Minister Laurel Broten permanently removed Pine Valley Drive from the City and Region's "Pine Valley Transportation Corridor Individual Environmental Assessment". The proposed road would have destroyed an ancient Hemlock forest and wetland complex designated as an ANSI under the Provincial Policy Statement. At the time, the forest was referred to by the MNR as "the finest forest south of the Oak Ridges Moraine in all of the GTA";



6. The TRCA has historically and consistently opposed the opening of the Pine Valley Extension, for many of the reasons set out herein;
7. The Pine Valley Extension belongs in the Greenbelt and I urge City Council to consider requesting the province to include it as part of the protected area. I urge the province to include it in the Greenbelt;
8. The Pine Valley Extension would require the construction of a massive bridge structure to span the valley floor of the Pine Valley Forest at a cost of several tens of millions of dollars (when last estimated in 2004). There are no public funds available to finance such an incredibly expensive undertaking. Neither the Region of York, nor the City of Vaughan Development Charge By-laws provide for collection of growth related capital costs for the Pine Valley Extension.

I would appreciate being kept apprised of the study as it progresses. I would also appreciate being advised of any reports to council, any actions taken by Council with respect to the study and any meetings held in connection with this matter.

Thank you for considering my comments.

Yours truly,

LOOPSTRA NIXON LLP

Per:

A handwritten signature in black ink, appearing to read 'Q. Annibale', written over a white background.

Quinto M. Annibale

QMA/rg

cc Minister Del Duca  
cc York Region Chair and CEO  
cc Chair of the TRCA  
cc Minister of the Environment  
cc Minister of Natural Resources  
cc Greenbelt Review Panel  
cc Environmental Defence  
cc National Golf Club of Canada  
cc Pinewood Ratepayers Association

## Weston Down Ratepayers Association

1 Blackburn Blvd.  
Vaughan, Ontario, L4L 7J2



Mr. Chairman & Members of Regional Council,

Written Deputation submitted for June 23<sup>rd</sup>, 2016 York Region Meeting

RE: York Region Transportation Master Plan

My name is Dr. Anthony Franciscucci and I am the President of the Weston Downs Ratepayers Association (WDRA) who represents the residents in the area bounded by Rutherford Road to the north, Weston Road to the east, Langstaff Road to the south and National Estates to the west.

I am writing to you today to address the York Region Transportation Master Plan (YRTMP), which is before you for approval at Regional Council on June 23, 2016. The three areas in particular that I'd like to address with Council include, the **Pine Valley Drive Missing Link and Special Study Area**, the **Langstaff Road missing link** and the use of **Turning and Vehicle Restrictions**.

First, let me begin by addressing the Pine Valley Drive missing link. The YRTMP indicates that "there will be transportation deficiencies in north-south capacity in the Pine Valley Drive corridor area" and suggests that there are "no options for connecting Pine Valley on the traditional grid" (page 149). I agree with the YRTMP in that I also believe there will be transportation deficiencies in north-south capacity in the Pine Valley area. In fact, I strongly believe the deficiencies exist today and will be further exacerbated over the 2041 time horizon. However, I do not agree with the notion that there are "no options for connecting Pine Valley on the traditional [road network] grid". While the YRTMP is correct that the City of Vaughan declared the lands for the Pine Valley missing link as surplus and did convey the lands to the TRCA, the City also has the power to expropriate those lands back through the powers granted to it under the Expropriations Act of Ontario. Furthermore, while the Ministry of the Environment of the Ontario Government excluded the same lands for the Pine Valley missing link from the original environmental assessment (EA) in 2006, they did not provide a rationale for this exclusion and therefore would suggest that an EA has never been done for these lands. This simply begs the question, why would the Ontario Government exclude the Pine Valley missing link lands from an EA without providing a supporting rationale. Where is the transparency and fairness in government? Furthermore, a decade has past since the terms of reference for the original EA and much has changed since then. All this is to suggest that given the transportation deficiencies in the north-south capacity in the Pine Valley Drive corridor area identified by the TMP task force, now is the time to revisit that obscure decision by the Ontario Government of 2006 and suggest that a new EA be conducted to determine the feasibility of opening the missing link. Furthermore, I wanted to draw your attention to the notion that there may be a group of opponents to the opening of the Pine Valley drive missing link that may suggest that the Ontario Government's Greenbelt legislation now protects these lands from development. I would like to suggest that while this is true, in that they are protected from the development of homes or other building structures, the same Greenbelt legislation has a provision (see section 4.2 of The Greenbelt Plan (2005) - <http://www.mah.gov.on.ca/Page189.aspx>) that allows for the development of road infrastructure "to serve the substantial growth projected for southern Ontario". Again, given the transportation deficiencies in the north-south capacity in the Pine Valley Drive corridor area identified by the

TMP task force, this would suggest that the development of the Pine Valley Drive missing link would meet these requirements. The Weston Downs Ratepayer's Association urges the members of Regional Council to keep the Pine Valley Drive missing link on the YRTMP agenda and to move forward with a special study (or an EA) to understand the feasibility of developing the Pine Valley drive missing link.

Second, I would like to address the Langstaff Road missing link from Jane Street to Keele Street. The WDRA fully agrees with this part of the YRTMP. I believe that the lack of the Langstaff Road overpass over the CN rail yards contributes to the congestion on the Regional road that surround our community, coupled with the poorly designed road network within our community, which leads to traffic infiltration through our community. The traffic infiltration problem is a systemic problem created by the City of Vaughan and York Region that has affected the safety and well being of our residents for the last 25 years. I urge Regional Council to make this missing link a priority and to consider advancing the development to an earlier phase of the York Region transportation network.

Lastly, I would like to address the use of Turning Restrictions. The YRTMP suggests that York Region's road network "must be protected" ... and that the road network is "impeded by turning restrictions at intersections and restrictions on the use of Regional roads by certain vehicle types. These restrictions will be reviewed and future use minimized." While I can appreciate this objective, I think the decision to allow or not allow turning restrictions should be made in context and not used as a blanket or overarching decision. There may be certain circumstances in some parts of York Region, where the Regional Road network is strained or overcapacity during peak times due to several missing links in the Regional Road network in the area, which when coupled with an improperly designed community/ local road network, results in severe traffic infiltration to the local community. Sometimes, the only way to restore the safety and quality of life for the residents of the local community is to keep the Regional Road traffic on Regional Roads, through the use of turning restrictions.

As you consider the recommendations in the YRTMP, I urge you to also take into consideration the information provided above. The Weston Downs community has endured the brunt of the challenges created by the development of both the local community and the Regional road network for over 25 years. It could be another 25 years before some of the recommendations suggested in the YRTMP are actually implemented. Act now to support the Weston Downs community.

Respectfully,

Dr. Anthony Francescucci  
President  
Weston Downs Ratepayers Association

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cc: City of Vaughan Ward 3 Councillor  
City of Vaughan Regional Councillors  
City of Vaughan Mayor