Appendix A

Background Materials
February 23, 2015

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON L3Y 6Z1

Dear Mr. Kelly:

RE: PEAK PERIOD TURNING RESTRICTIONS FOR WESTON DOWNS COMMUNITY

I write to advise you that Vaughan Council at its meeting held on February 17, 2015, adopted the following resolution:

Whereas, Congestion on adjacent Regional Roads has increased infiltration traffic through the Weston Downs Community;

Whereas, Concerns and issues related to infiltration have been on-going for a number of years for this community;

Whereas, Staff initiated studies that identified a significant level of infiltration on the internal road network to the Weston Downs Community;

Whereas, Regional modifications to signal timings on adjacent Regional roads to mitigate infiltration result in minimal effectiveness;

Whereas, The Region has confirmed their willingness to consider implementation of turning restrictions by time of day as identified in their letter dated March 14, 2014 to the Weston Downs Ratepayers Association;

It is therefore recommended:

That, the City Clerk be directed to write the Region and request an analysis and consultation with the local residents regarding the following potential traffic restrictions and signing to minimize infiltration through the Weston Downs Community.

1. That, Rutherford and Babak intersection turning restrictions, Monday to Friday’s from 7am-9am, Rutherford Eastbound- no right turn onto Babak, Via Campanile Southbound –no through traffic. Monday to Friday’s from 4:30pm-6:30pm, Babak Northbound- no left turn onto Rutherford and no through traffic onto Via Campanile;

2. That, Rutherford and Velmar intersection turning restrictions, Monday to Friday’s from 7am-9am, Rutherford Eastbound-no right turn onto Velmar and St.Clare Boulevard Southbound-no through traffic, Monday to Friday’s from 4:30pm-6:30pm, Velmar Northbound-no left turn onto Rutherford and no through traffic onto St.Clare Boulevard;

3. That, All Weston Road Intersections (Northwest corner of Astona, Valeria, Greenpark) and at Langstaff and Valeria (Northeast Corner); Informational signage indicating “No Exit to Rutherford Road – 4:30pm to 6:30pm be installed.

.../2
Attached for your information is Item 20, Report No. 7, of the Committee of the Whole regarding this matter.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:
Extract
Letter from York Region

JAA/as
20 PEAK PERIOD TURNING RESTRICTIONS FOR WESTON DOWNS COMMUNITY

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor DeFrancesca, dated February 3, 2015:

Member's Resolution

Submitted by Councillor Rosanna DeFrancesca

Whereas, Congestion on adjacent Regional Roads has increased infiltration traffic through the Weston Downs Community;

Whereas, Concerns and issues related to infiltration have been on-going for a number of years for this community;

Whereas, Staff initiated studies that identified a significant level of infiltration on the internal road network to the Weston Downs Community;

Whereas, Regional modifications to signal timings on adjacent Regional roads to mitigate infiltration result in minimal effectiveness;

Whereas, The Region has confirmed their willingness to consider implementation of turning restrictions by time of day as identified in their letter dated March 14, 2014 to the Weston Downs Ratepayers Association;

It is therefore recommended:

That, the City Clerk be directed to write the Region and request an analysis and consultation with the local residents regarding the following potential traffic restrictions and signing to minimize infiltration through the Weston Downs Community.

1. That, Rutherford and Babak intersection turning restrictions, Monday to Friday's from 7am-9am, Rutherford Eastbound- no right turn onto Babak, Via Campanile Southbound—no through traffic. Monday to Friday's from 4:30pm-6:30pm, Babak Northbound- no left turn onto Rutherford and no through traffic onto Via Campanile;

2. That, Rutherford and Velmar Intersection turning restrictions, Monday to Friday's from 7am-9am, Rutherford Eastbound-no right turn onto Velmar and St.Clare Boulevard Southbound-no through traffic, Monday to Friday's from 4:30pm-6:30pm, Velmar Northbound-no left turn onto Rutherford and no through traffic onto St.Clare Boulevard;

3. That, All Weston Road Intersections (Northwest corner of Astona, Valeria, Greenpark) and at Langstaff and Valeria (Northeast Corner); Informational signage indicating “No Exit to Rutherford Road – 4:30pm to 6:30pm be installed.

Attachments

Letter from York Region

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)
March 14, 2014

Mr. Anthony Francescucci, President
Weston Downs Ratepayers Association
81 Blackburn Blvd.
Vaughan, ON L4L 7J5

Dear Mr. Francescucci:

Re: Turn Restriction with Local Resident Exemption by Permit

The Region does not support turn restrictions with local resident exemption by permit as requested by the Weston Downs Ratepayers Association's, to address traffic infiltration in the Weston Downs Community.

The requested restriction by exemption is not recognized as an acceptable regulatory traffic sign by the Ministry of Transportation and within the Highway Traffic Act. However, staff is willing to consider implementing turn restrictions by time of day which is recognized and used across the Province for addressing safety concerns and traffic infiltration.

The Region’s Legal and Court Services Department is of the opinion that a turn restriction targeted towards a particular group of people would be viewed as a violation of the Mobility Rights section of the Canadian Charter of Rights and Freedom and Charter Rights. This section provides Canadian citizens with the right to free movement in the country. In addition, York Regional Police has concerns regarding enforcement levels required to achieve compliance.

The example you have raised in Peel Region where heavy trucks are restricted to turn with an exemption for local deliveries is a combination of Regulations in the Highway Traffic Act. Regulation 615, Section 21 allows for turn prohibitions and Section 33 restricts heavy trucks. In addition, Section 110 provides exemption for local deliveries, which designates authority to a municipality to issue special permits to allow local deliveries to a property within a restricted neighbourhood.

If you have any further questions regarding this matter, please contact Nelson Costa, Manager, Traffic Safety at 905-830-4444, Ext. 75251.
March 14, 2014
Mr. Anthony Francescucci, President
Traffic Solution in Weston Downs
City of Vaughan

Sincerely,

[Signature]

Steven D. Kemp, P. Eng.
Director, Traffic Management and Intelligent Transportation Systems

SK/NC/cc/fm

5404954
Clause 4 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 25, 2015.

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Request for Turn Restrictions
City of Markham and City of Vaughan

Committee of the Whole recommends:

1. Receipt of the following deputations in support of a proposed left-turn restriction at Ninth Line and Berczy Gate in the City of Markham:
   - Gord Walter, President, Sherwood Amber-Glen Ratepayers Association
   - Karen Rea, Ward 4 Councillor, City of Markham

2. Receipt of the following deputations in support of proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard in the City of Vaughan:
   - Anthony Francescucci, President, Weston Downs Ratepayers Association, also including a petition containing the names and personal information of approximately 720 residents
   - Dr. Michael Pizzuto, Resident, City of Vaughan

3. Receipt of the following deputations against proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard in the City of Vaughan:
   - Kyryl Volovik, Resident of the City of Vaughan, also including a petition containing the names and signatures of approximately 455 residents
   - Domnic Melino, Resident of the City of Vaughan
   - Zander Davidson, Resident of the City of Vaughan
   - Anthony Scarpino, Resident of the City of Vaughan

4. Receipt of the following communications in support of proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard from the following residents of the City of Vaughan:
   - Alon Teper, dated June 3, 2015
   - Tony and Amy Gatto, dated June 3, 2015
   - Phyllis Simone, dated June 3, 2015
Request for Turn Restrictions
City of Markham and City of Vaughan

- Egidio Schiavone, dated June 3, 2015
- Michel Benitah, dated June 3, 2015
- Loretta Puzzolanti, dated June 3, 2015
- Ornella Schiavone, dated June 3, 2015
- Nazzarena Cesareo, dated June 3, 2015
- Mario Volpentesta, dated June 3, 2015
- Dominic Mariani, dated June 3, 2015
- Maria and Nat Tari, dated June 3, 2015
- David Succurro, dated June 3, 2015
- Lio Prataviera, dated June 3, 2015
- Teresa Carlesi, dated June 3, 2015
- Lisa Durante, dated June 3, 2015
- Johnny Farro, Inter-All Ltd., dated June 3, 2015
- Yin (David) Yi, dated June 3, 2015
- Peter Bean, dated June 3, 2015
- Tony Fenuta, dated June 3, 2015
- Josie Lacaria, dated June 3, 2015
- Elisa DeCarolis, dated June 4, 2015
- Nicolina Corsaro, dated June 4, 2015
- Toan and Kieu Nguyen, dated June 4, 2015
- Annette, Armando and Francesca La Civita, dated June 4, 2015
- Adrian Kardash, dated June 4, 2015
- Carole Staveley, dated June 4, 2015
- Vito and Stella DiMauro, dated June 4, 2015
- Joe Yu, dated June 4, 2015
- Susan Jiang, dated June 4, 2015
- Nick De Luca, dated June 4, 2015
- Gaetano Cautillo, dated June 5, 2015
- Praveen Verma, dated June 7, 2015
- Teresa Markle, dated June 8, 2015
- Franco Pignotti, dated June 8, 2015
- Nick Ciappa, dated June 9, 2015
- Berta Pavao, dated June 9, 2015
- Lisa and Domenic Paluzzi, dated June 10, 2015
- Michael and Sharron Pizzuto, dated June 8, 2015
Request for Turn Restrictions
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- Giovanni Losiggio, dated June 10, 2015
- Monique Holz, dated June 9, 2015
- Joe Martino, dated June 5, 2015
- Dalia Martino, dated June 5, 2015
- Sonia Meucci, dated June 5, 2015
- Maria Teresa Arevalo, dated June 5, 2015
- Amanda Pignotti, dated June 5, 2015
- Moise Daddario, dated June 7, 2015
- Vilma Tanel-Logozzo, dated June 7, 2015
- Angie Valenzano, dated June 7, 2015
- Bruce Patel, dated June 8, 2015
- Gino Talamo, dated June 8, 2015
- Gino and Mary Nucifora, dated June 8, 2015
- Nancy and John Vetere, dated June 8, 2015
- Joe and Arlene Dattolico,
- Vincenza and Angelo De Medicis, dated June 8, 2015
- Sam Mellace, dated June 8, 2015
- Lou Gaglia, dated June 8, 2015
- Rajbir Singh, dated June 8, 2015
- Rodney Craig, dated June 8, 2015
- Michael and Sherry Guerra, dated June 8, 2015
- Vaia and Joe Andreoli, dated June 8, 2015
- Wanda and James Halliday, dated June 8, 2015
- David and Sharon Shaw, dated June 8, 2015
- Joseph Losiggio, dated June 8, 2015
- Francesca DiFazio, dated June 8, 2015
- Nancy Adriano, dated June 8, 2015
- Mark Ramundi, dated June 8, 2015
- Heather D’Onofrio, dated June 8, 2015
- Francesca Maietta, dated June 9, 2015
- Carla DaCosta, dated June 9, 2015
- Emily and Luigi Tassone, dated June 10, 2015
- Steven Ciccolini, dated June 10, 2015
- Gaetano Cautillo, dated June 10, 2015
- Lia Cutrara, dated June 10, 2015
Request for Turn Restrictions
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5. Receipt of the report dated May 21, 2015 from the Commissioner of Transportation Services.

6. A left-turn restriction at Ninth Line (Y.R. 69) and Berczy Gate in the City of Markham be approved and the Regional Solicitor prepare a draft Bylaw for consideration by Council in September 2015 unless by that time Regional staff have implemented initiatives to improve traffic flow in the Sherwood Amber-Glen community of the City of Markham as follows:

- Lengthening the advance left-turn signal at Highway 7 and Ninth Line.
- Review of the intersection at Ninth Line and Church Street with consideration to provide a northbound advance left turn signal combined with an advance straight-through movement.
- Review of York Region Transit bus routes in the Southeast portion of the City of Markham in an effort to attract more students from Markham District High School to take the bus to school.
- Communication to students and parents at Markham District High School encouraging use of the initiatives made to improve traffic flow in the community.
- Monitoring the effectiveness of the implemented changes with a report back to Committee with the findings in November 2015.

7. Adoption of the following resolution:

Whereas the Regional Municipality of York has jurisdiction over the Regional road network;

And Whereas the Regional road network is a part of a complex integrated transportation system that is required to meet the mobility needs of all residents and support the economic sustainability of the region;

And Whereas the capacity of each component of the integrated transportation network should be leveraged to maximize travel choices and manage congestion;

And Whereas traffic congestion and mobility challenges are the most significant issues for our residents and businesses, as demonstrated in the Environics Surveys and public comments received during consultation on the Transportation Master Plan update, currently underway;

And Whereas planning for population and employment growth to accommodate the Provincial Growth Plan while managing congestion and improving transportation service is an important priority for Council;
Request for Turn Restrictions
City of Markham and City of Vaughan

And Whereas policy area 7.1 of the Regional Official Plan adopts a conservation-first approach to servicing the needs of residents by focusing on making efficient use of existing infrastructure;

Now therefore be it resolved that Council:

1. Requests the Transportation Master Plan Advisory Task Force to consider opportunities to improve connectivity and accessibility of the Regional road network to the provincial freeway network, local road network, transit services and active transportation facilities as strategic priorities to aid in managing congestion and maximizing mobility.

2. Requests staff to develop policy direction as part of the Transportation Master Plan that will optimize safe and efficient operations and improve integration of the Regional and local road networks; including through development of specific criteria to guide if/when/where implementation of turning restrictions, truck prohibitions, or other such measures may be warranted or appropriate.

3. Requests staff to report back in 2016 with recommendations for Council to formally adopt new Regional transportation policies as outlined above.

Report of the Commissioner of Transportation Services dated May 21, 2015 now follows:

1. Recommendations

It is recommended that:

1. A left-turn restriction at Ninth Line (Y.R. 69) and Berczy Gate, received through a Council resolution from the City of Markham, not be implemented.

2. The turn restrictions for Rutherford Road (Y.R. 73) at Velmar Drive and Babak Boulevard, received through a Council resolution from the City of Vaughan, not be implemented.

3. The Regional Clerk circulate this report to the City of Markham and City of Vaughan.
2. **Purpose**

This report responds to Council resolutions with regard to turn restrictions on Regional roads received from the Cities of Markham and Vaughan.

3. **Background**

**Council received resolutions from the Cities of Markham and Vaughan with regard to turn restrictions on Regional roads**

Resolutions were received from the Cities of Markham and Vaughan by Council in March 2015. Both resolutions request implementation of turn restriction on Regional roads. The details of each resolution are as follows:

- The City of Markham Council resolution dated February 13, 2015 states “that the Region of York be requested to implement a northbound left-turn restriction at the intersection of Ninth Line at Berczy Gate, weekdays, between 7 a.m. and 9 a.m."

- The City of Vaughan Council resolution, dated February 23, 2015, requests analysis and consultation with local residents regarding potential traffic restrictions and signing to minimize traffic volumes through the Weston Downs Community.

Attachment 1 summarizes the requested turn restrictions and location maps are provided in Attachments 2 and 3.

**A Regional bylaw is required before turn restrictions can be implemented and enforced**

In accordance with the Highway Traffic Act, a Regional bylaw is required before turning restrictions can be implemented and enforced on a Regional road.

4. **Analysis and Options**

**Generally, Regional staff are not supportive of implementing turn restrictions on Regional roads**

Regional staff understand resident concerns regarding traffic volumes within their communities. However, the function of local roads is not for exclusive access to homes for residents; these are public roads that provide connections to schools,
Request for Turn Restrictions  
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parks and other community destinations. Implementing turn restrictions result in the segregation of communities and increases congestion on other roadways. This results in erratic and unsafe driving habits as drivers undertake U-turns to avoid turning restrictions. Turn restrictions typically satisfy a portion of residents in a localized area, and inevitably create new problems for other residents.

The Region’s goal is to maximize the efficiency of the Regional road network in order to move people and goods between local roads and provincial highways. This is done through optimizing traffic signal timings and relieving bottlenecks on the Regional road system. However, this becomes a challenge as communities continue to grow, increasing transportation demand. It is important that local roads help carry increased load on the transportation network.”

Traffic volumes on Berczy Gate are consistent with expectations for a local road during peak periods

The City of Markham Council resolution reflects concerns expressed by the Sherwood Amber Glen Ratepayers Association with regard to traffic infiltrating through their community to avoid delays at the intersection of Ninth Line at Highway 7. Ratepayers anticipate the proposed turn restriction will reduce traffic volumes.

Traffic counts support the fact that motorists are using Berczy Gate to access Highway 7. The City of Markham undertook a study in October 2013 that showed approximately 52 of 69 vehicles entering Berczy Gate from Ninth Line were destined to Highway 7 during the a.m. peak period (7 a.m. to 9 a.m.). Although most turns using Berczy Gate during the a.m. peak period are destined to Highway 7, the total volume on these local roads is well within what would typically be expected. This was the position originally taken by City of Markham staff in the report that was attached to the resolution, which did not support implementing a turn restriction.

Implementing the proposed turn restriction at Berzcy Gate will negatively impact other areas of the community. As an alternative, motorists currently using Berczy Gate will likely use Delmark Boulevard, located 250 metres to the south. Delmark Boulevard is also a local road with numerous residential driveways. The City of Markham report suggests that the Sherwood Amber Glen Ratepayers Association have identified 97 per cent support for the turn restriction. However, their residential survey of about 180 homes did not include any homes located on Delmark Boulevard.

The issues summarized above support the general position that turn restrictions should not be implemented at intersections on Regional roads.
The proposed turn restrictions in the City of Vaughan significantly impede access within the larger community

The City of Vaughan Council resolution reflects concerns expressed by the Weston Downs Ratepayers with regard to traffic infiltrating through their community to avoid delays at the Weston Road intersections at Rutherford Road and Langstaff Road. The Ratepayers anticipate the proposed turn restrictions and signing plan will minimize the volume of traffic.

The proposed turn restrictions significantly impede access within the larger community to major local destinations, including Emily Carr High School, St. Jean de Brebeuf Catholic High School, St. Clare Catholic Elementary School and the Vellore Village Community Centre, during peak periods when these facilities are in high demand. Given the extent of the community these turn restrictions would impact, the support of area residents is divided.

The City of Vaughan undertook a community survey in 2013 for the implementation of turn restrictions at local intersections. Over 1,800 surveys were distributed; however, only 380 were completed representing about 20 per cent. Of the completed surveys, 31 per cent were supportive of a “Do Nothing” alternative. The remaining 69 per cent were split between implementing turn restrictions (27 per cent) and other alternatives such as extending Pine Valley Drive, widening Weston Road, or installing “Local Traffic Only” signs (42 per cent). Assuming all respondents not supportive of a “Do Nothing” alternative (69 per cent) were supportive of the proposed turn restrictions, this only represents 262 of over 1,800 homes (15 per cent).

The community divide on the issue is further demonstrated by the fact that Regional staff has received a petition signed by over 280 residents who are not supportive of peak period turning restrictions in this area.

The issues summarized above support the general position that turn restrictions should not be implemented at intersections on Regional roads.

Link to key Council-approved plans

In relationship to key Council approved plans, this report supports Vision 2051 which is responding to the needs of our residents, promoting safety on York Region roads through effective policing, education and sensitive design.
5. **Financial Implications**

The cost associated with Regional staff review of these requested turn restrictions is included within the 2015 Transportation Services budget.

6. **Local Municipal Impact**

Cities of Markham and Vaughan have been consulted on the Region’s position with respect to implementing turn restrictions on Regional roads. It is agreed that in order to manage increasing traffic congestion in the Region, it is important to maintain access to the entire road network of public roads to evenly distribute transportation demand.

7. **Conclusion**

Regional staff do not recommend implementing turn restrictions as received through Council resolutions from the City of Markham and City of Vaughan at the locations described in Attachment 1.

Regional staff understand resident concerns regarding traffic volumes within their communities. However, the function of local roads is not for exclusive access to homes for residents; these are public roads that provide connections to schools, parks and other community destinations. Implementing these turn restrictions result in the segregation of communities, increased congestion on other roadways as rerouted traffic is forced into adjoining communities and increased erratic and unsafe driving habits as drivers undertake U-turns to avoid turning restrictions. Turn restrictions typically satisfy a portion of residents in a localized area, and inevitably create new problems for other residents.

For more information on this report, please contact Brian Titherington, Director, Roads and Traffic Operations at extension 75901.

The Senior Management Group has reviewed this report.

May 21, 2015

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Accessible formats or communication supports are available upon request
### Table 1

Request for Turn Restrictions

<table>
<thead>
<tr>
<th>Community and Intersection</th>
<th>Turn Restriction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherwood Amber Glen, Ninth Line and Berczy Gate</td>
<td>• Northbound no left-turn, Monday to Friday from 7 a.m. to 9 a.m.</td>
</tr>
</tbody>
</table>
| Weston Downs, Rutherford Road at Via Campanile / Babak Boulevard | • Southbound no through, Monday to Friday from 7 a.m. to 9 a.m.  
  • Northbound no left-turn and no through, Monday to Friday from 4:30 p.m. to 6:30 p.m.  
  • Eastbound no right-turn, Monday to Friday from 7 a.m. to 9 a.m. |
| Weston Downs, Rutherford Road at Saint Clare Boulevard / Velmar Drive | • Southbound no through, Monday to Friday from 7 a.m. to 9 a.m.  
  • Northbound no left-turn and no through, Monday to Friday from 4:30 p.m. to 6:30 p.m.  
  • Eastbound no right-turn, Monday to Friday from 7 a.m. to 9 a.m. |
| Weston Downs, Weston Road at Astona Boulevard, Valeria Boulevard, and Greenpark Boulevard | • “No Exit to Rutherford Road,” from 4:30 p.m. to 6:30 p.m. |
| Weston Downs, Langstaff Road and Valeria Boulevard | • No Exit to Rutherford Road”, from 4:30 p.m. to 6:30 p.m. |
Sherwood Amber Glen
City of Markham

Requested Turn Restriction

Requested Restriction

Northbound left

Monday to Friday
7 a.m. to 9 a.m.

Highway-7
Berczy Gate
Delmark Boulevard
Ninth-Line
Weston Downs
City of Vaughan

Requested Turn Restrictions

- No exit to Rutherford 4:30 p.m. to 6:30 p.m.
- Eastbound right
- Northbound left
- Northbound through
- Southbound through
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PINE VALLEY DRIVE TRANSPORTATION CORRIDOR
INDIVIDUAL ENVIRONMENTAL ASSESSMENT STATUS UPDATE

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 5, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:
1. The Minister of Transportation be requested to provide a detailed schedule for the completion of the Highway 427 Extension Individual Environmental Assessment and the implementation of the preferred alternative.

2. The Regional Clerk forward a copy of this report to the Ministry of Transportation and Clerks of the City of Brampton, Town of Caledon, Regional Municipality of Peel and City of Vaughan for information.

2. PURPOSE

The purpose of this report is to provide an update on the status of the Pine Valley Drive Transportation Corridor Individual Environmental Assessment (IEA).

3. BACKGROUND

The north-south transportation deficiencies in the western section of the City of Vaughan have long been attributed to the discontinuity in Pine Valley Drive between Langstaff Road and Rutherford Road.

To address these deficiencies the City of Vaughan, being the owner and authority for this section of Pine Valley Drive, including the unopened section of the road allowance, initiated a Schedule C Municipal Class Environmental Assessment (Class EA) in January 2002. The purpose of this Class EA was to obtain Environmental Assessment Act clearance to widen and reconstruct Pine Valley Drive and complete the connection between Langstaff Road and Rutherford Road.

Following the commencement of the Class EA study and throughout 2002 and 2003, significant opposition to the undertaking was encountered from several stakeholders, including the Toronto and Region Conservation Authority (TRCA), First Nations, Friends of Boyd Park and others. Of primary concern to these stakeholders was the potential for any alternative to complete the connection between Langstaff Road and
Rutherford Road would impact Boyd Park and the surrounding natural heritage features. To document the significance to their concerns, in early 2004 several of these stakeholders requested the Ministry of the Environment (MOE) issue a Part II Order thereby elevating the undertaking to an IEA.

Recognizing the significance of natural heritage features of Boyd Park, the Council of the City of Vaughan in May 2004 requested the MOE elevate the Municipal Class EA to an IEA. In June 2004, Regional Council supported this request and further agreed to participate as a co-proponent on the IEA.

In July 2004, the MOE issued the Part II Order elevating the study to an IEA. In response, the City of Vaughan and York Region prepared a Terms of Reference (ToR) for the IEA, which expanded the study scope and study area to encompass the area from Highway 407 to Teston Road and from Highway 27 to Weston Road. On December 3, 2004, the ToR was submitted to the MOE for approval. On February 13, 2006, the MOE approved the ToR subject to six amendments.

These amendments are:
1. In Section 3.1, under the purpose of the undertaking, the reference to “north-south” be deleted thereby implying that the study shall address not only north-south transportation deficiencies but also east-west transportation deficiencies within the study area.

2. In Section 6, the evaluation methodology be structured such that the environmental effects will be assessed not only on the significance of the expected effects but also the duration of the effects.

3. In Section 8.2, under consultation, that the public, stakeholders and agencies have an opportunity to provide input into the development of criteria for the evaluation to assess and compare trade-offs or the advantages and disadvantages between alternatives before any final decision is made.

4. In Section 8.2, under consultation, the list of contacts shall include, but not be limited to municipal agencies, provincial agencies, First Nations, including the Mississauga of the New Credit and the Huron-Wendat Nation and other interested stakeholders.

5. Any alternative proposed to be located through the Boyd Conservation Area is excluded from consideration in the IEA.

6. The IEA will be prepared in strict accordance with the ToR and the requirements for the preparation of the IEA included therein.

With reference to amendment 5, it should be noted that with this decision the MOE has removed any opportunity to complete the connection of Pine Valley Drive between Langstaff Road and Rutherford Road through Boyd Park. This decision on the ToR
precludes the City of Vaughan and/or York Region from proceeding with a Municipal Class Environmental Assessment or IEA on this link.

3.1 **York Region Programmed Road Improvement Projects**

Notwithstanding the impact the MOE’s decision will have on any planned work to Pine Valley Drive between Langstaff Road and Rutherford Road, under the approved 10-Year Roads Construction Program, the Region is programming improvements within or near the study area as shown in Table 1.

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
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<tbody>
<tr>
<td>Portage/Applewood Crescent Crossing at Highway 400</td>
<td>2006</td>
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<tr>
<td>Teston Road</td>
<td>2006</td>
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<td>Weston Road</td>
<td>2006</td>
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<td>Weston Road</td>
<td>2006</td>
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<td>Highway 50</td>
<td>2007</td>
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<td>Highway 427</td>
<td>2007</td>
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<tr>
<td>Langstaff Road</td>
<td>2007</td>
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<tr>
<td>Major Mackenzie Drive</td>
<td>2009</td>
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<td>Highway 50</td>
<td>2009</td>
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<td>Weston Road</td>
<td>2011</td>
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<td>Highway 50</td>
<td>2011</td>
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<td>Major Mackenzie Drive</td>
<td>2012</td>
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<tr>
<td>Pine Valley Drive</td>
<td>2013</td>
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<td>Weston Road</td>
<td>2013</td>
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<td>Pine Valley Drive</td>
<td>2014</td>
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<tr>
<td>Major Mackenzie Drive</td>
<td>2014</td>
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3.2 **Other Contemplated Transportation Improvement Projects**

There are other major transportation studies underway within or near the study area. These include:

- Highway 427 Extension Corridor Study from the existing terminus at Highway 7 north to south of the Oak Ridges Moraine and Greenbelt, initiated by the Ministry of Transportation (MTO).

- Highway 427/Highway 50 Network study, initiated by Peel Region and the City of Brampton.

- GTA West Corridor, initiated by the MTO.
4. ANALYSIS AND OPTIONS

In response to the decision rendered by the MOE, York Region staff have been working with staff at the City of Vaughan to understand the implications of the MOE decision.

Based on this consultation it has been concluded that the intent of the MOE in approving ToR, subject to the amendments, is to encourage the City of Vaughan and York Region to complete a comprehensive study that analyzes the transportation deficiencies and develop alternatives to address the deficiencies on a network/wide area basis and not to look only at individual corridors. Therefore, the preferred approach is to proceed with the IEA for a comprehensive study based on the approved ToR. The study area and scope should also be expanded to include all programmed projects within western section of the City of Vaughan bounded by Highway 407, Highway 50, Teston Road and Highway 400. Proceeding under this approach will provide the following:

- Efforts combined into one large project.
- All possible alternatives to be examined.
- Stakeholders can not accuse York Region/City of Vaughan of “piece-mealing”.
- Will address projects with significant environmental constraints.
- Will address new or realigned north-south and east-west roadways that maybe required.
- Will address all transportation deficiencies in western Vaughan and secure EA Act clearance for all projects.
- Approved ToR may accelerate the delivery of key projects.
- Complies with approval conditions of Pine Valley Drive ToR.

It is important to note that the approved ToR provides the City of Vaughan and York Region with the necessary approvals to proceed with a comprehensive study to identify the transportation deficiencies within the study area and to develop alternative solutions to address the identified deficiencies by not only looking at north-south corridors but also east-west corridors.

York Region staff have had preliminary discussions with both MOE and TRCA staff on the proposed approach to move this process forward. Both groups appeared satisfied and supportive of the approach that is being used by York Region to undertake this study. These and other agencies will continue to be involved in the project as we move forward.

York Region staff have consulted with City of Vaughan staff and MOE staff to resolve several issues including: co-proponency with the City of Vaughan, expansion of the study area and the study name.

The MOE amending the ToR such that no alternatives to the undertaking can go through Boyd Park has removed the possibility of a connection between Langstaff Road and Rutherford Road. As such, the City of Vaughan may wish to remove themselves as a co-
proponent on this study. The MOE has confirmed that, if necessary, York Region can proceed with the IEA on the approved ToR as a sole proponent. The study area shown on the approved ToR extends from Highway 407 to Teston Road and Highway 27 to Weston Road. York Region staff have confirmed with the MOE that expanding the study area does not require an amendment to the approved ToR. MOE further indicated that they would support an expansion of the study area.

In light of the decision to proceed with the study as an IEA for western Vaughan, the current name of the ToR, being Pine Valley Drive Transportation Corridor EA, is no longer appropriate. York Region staff are proceeding to change name of the study so that it is more consistent with the actual scope. York Region staff have confirmed with the MOE that this modification does not require an amendment to the approved ToR.

4.1 Coordination with Highway 427 Extension IEA
As noted above, MTO is the proponent for the Highway 427 Extension IEA. This project has experienced significant delay which has in turn delayed the implementation of this much needed transportation facility.

The direct result to York Region is the continued congestion on the arterial road network in western Vaughan. This in turn challenges the ability of the current York Region road network to accommodate the existing and predicted traffic. Further, the complexity of the Highway 427 Extension IEA and the uncertainty with respect to the schedule and timing for the construction of the preferred alternative have impacted the planning of York Region’s road network.

In order to accurately plan and complete a comprehensive work plan for the Pine Valley Drive Corridor IEA York Region staff must have accurate and complete information on MTO’s schedule for completing the Highway 427 Extension IEA and the intended timeline for implementing the preferred alternative.

4.2 Anticipated Schedule
York Region staff have assessed the scope of work and the complexity of this work and have developed a preliminary schedule of milestone events. The key dates are as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Finalize ToR with expanded study area, proponenty and name</td>
<td>June 2006</td>
</tr>
<tr>
<td>Retain IEA Consultant</td>
<td>September 2006</td>
</tr>
<tr>
<td>Issue Notice of Commencement</td>
<td>Fall 2006</td>
</tr>
<tr>
<td>Complete IEA (anticipated two year duration)</td>
<td>Fall 2008</td>
</tr>
<tr>
<td>Issue Notice of Completion</td>
<td>Fall 2008</td>
</tr>
<tr>
<td>Secure MOE Approval</td>
<td>Winter 2009</td>
</tr>
</tbody>
</table>
5. **FINANCIAL IMPLICATIONS**

There will be additional costs to complete the proposed Pine Valley Drive Corridor IEA under an expanded scope and study area that encompasses all of western Vaughan.

It should be noted that the increase in cost to complete the Pine Valley Drive Corridor IEA under the expanded study area will likely be offset by a reduction in the costs to complete other environmental assessment studies for projects currently identified on the approved 10-Year Roads Construction Program.

6. **LOCAL MUNICIPAL IMPACT**

The planning, design and construction of major capital road infrastructure improvements in western Vaughan is required in order to relieve current congestion and accommodate future growth. While proceeding under the recommended approach may delay the delivery road projects programmed for the near term, there is benefit associated with securing EA Act approval for all road improvement projects in western Vaughan.

Further, the most critical road project identified on the 10-Year Roads Construction Program is Major Mackenzie Drive between Highway 50 and Weston Road. This project is of such complexity and environmental significance that it may warrant completion as an IEA. If it is determined that an IEA is required for Major Mackenzie Drive including it as part of the IEA for western Vaughan will actually accelerate delivery of the project.

7. **CONCLUSION**

The environmental sensitivity of the cultural and natural heritage resources of Boyd Park have resulted in the deletion from further consideration of any road improvement alternative that may go through Boyd Park. This restriction has a significant impact on the proposed Pine Valley Drive Corridor IEA study and has resulted in staff reconsidering the study area and process under which the major road improvement projects will be planned in western Vaughan.

In light of the approval for the Pine Valley Drive Corridor IEA, subject to amendment, York Region staff have determined the preferred approach to proceeding with the study is to expand the study area westerly to Highway 50 and complete the planning for all road improvements in western Vaughan under one IEA.

York Region staff have met with staff from the MOE, TRCA and the City of Vaughan to ensure their acceptance of the intended course of action. To date, representatives from these agencies/governments have appeared satisfied with York Region’s approach.
Additionally, in response to MTO initiating the Highway 427 extension IEA, the Region of Peel, City of Brampton and Town of Caledon commenced a network planning study for the Highway 50/Highway 427 extension area arterial road network. As such, given the potential for a future Highway 427 at Major Mackenzie Drive interchange and the Highway 50 Regional boundary, the IEA for western Vaughan will have to be coordinated with MTO, the Region of Peel, City of Brampton and Town of Caledon.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the June 14, 2006 Committee meeting.)