

# Notice of Study Commencement

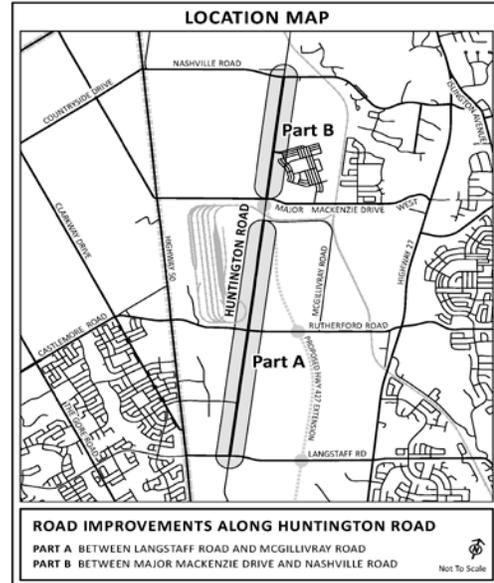
**NOTICE OF COMMENCEMENT AND PUBLIC INFORMATION CENTRE**

**CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**Study Background**

The City of Vaughan has initiated a Class Environmental Assessment (EA) Study for road improvements along Huntington Road to accommodate population and employment growth and increased traffic congestion in western Vaughan. The proposed road improvements are required to be completed by 2021 and are consistent with objectives outlined in the Vaughan Transportation Master Plan (July 2013). The Class EA study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road:

- **Part A** – between Langstaff Road and McGillivray Road; and
- **Part B** – between Major Mackenzie Drive and Nashville Road.



The termination of Huntington Road at McGillivray Road is the result of the planned extension of Highway 427 that will pass through Huntington Road and include a new interchange at Major Mackenzie Drive.

**Study Process**

This study is being undertaken as a Schedule ‘C’ project in accordance with all requirements of the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).

As part of this study, the City of Vaughan is hosting the first of two Public Information Centres (PICs) to provide background about the study as well as discuss potential options to address future growth and traffic. Representatives from the City of Vaughan and its consultants will be on-hand at the PIC to answer questions and provide additional study details. The first PIC is scheduled for:

<b>Date:</b>	Tuesday, November 25, 2014
<b>Time:</b>	5:00 p.m. to 8:00 p.m.
<b>Location</b>	Ecole Elementaire La Fontaine Gymnasium 10110 Islington Avenue, Kleinburg

**Contact Information**

If you have any questions or comments about this study, or would like to be added to the study’s mailing list, please contact:

**Mani Shahrokni, P. Eng.**  
 Project Manager  
 The Corporation of the City of Vaughan  
 2141 Major Mackenzie Dr. West,  
 Vaughan, ON L6A 1T1  
 Telephone: (905) 832-8585, ext. 8163  
 Email: mani.shahrokni@vaughan.ca

**Manoj Dilwaria**  
 B. Eng., M. Pl. (Transp.), MCIP, RPP, AVS  
 Technical Director  
 Parsons  
 625 Cochrane Drive, Suite 500,  
 Markham, Ontario L3R 9R9  
 Telephone: (905) 321-7254  
 Email: manoj.dilwaria@parsons.com

Contact List:

Environment Canada  
Fisheries and Oceans Canada  
Indigenous and Northern Affairs Canada  
Ministry of Natural Resources and Forestry  
Ministry of the Environment and Climate Change  
Ministry of Transportation  
Ministry of Tourism, Culture and Sport  
Ministry of Agriculture, Food and Rural Affairs  
Ministry of Municipal Affairs  
Ministry of Infrastructure

First Nations communities

York Region  
Toronto and Region Conservation Authority  
York Region District School Board  
York Catholic District School Board  
City of Vaughan Mayor and Councillors  
York Region Police  
City of Vaughan Fire Rescue and Service Department  
St. John Ambulance – York Region branch  
York Region Transit  
GO Transit  
Toronto Transit Commission

Kleinburg and Area Ratepayers' Association  
Nashville Ratepayers' Association  
West Woodbridge Homeowners' Association  
Woodbridge Core Ratepayers' Association

Powerstream  
Enbridge Gas  
Canadian Pacific Rail  
Bell Canada  
Rogers Cable

Property owners  
Walker, Nott, Dragicevic Associates  
Valdor Engineering  
Anatolia Tile & Stone  
TACC

**Huntington Road Class EA Study  
Stakeholder Contact List - First Nation/Indigenous Groups**

First Nations Organization	Salutation	FirstName	LastName	Email / Website	Address	Purolator Address	City	Province	PostalCode
<b>Near L4L1A5 (Langstaff Road &amp; Huntington Road) - ATRIS</b>									
<b>100km Radius</b>									
Chippewas of Georgina Island	Chief	Donna	Big Canoe	dbbigcanoe@georginaisl and.com http://www.georginaisl and.com/	R.R. #2, N13, Sutton West, ON, L0E1R0	7751 Black River Road, Virginia Beach, ON Sutton West, ON, L0E 1R0			
Mississauga's of Scugog Island First Nation	Chief	Kelly	LaRocca	klarocca@mississaugafi rstnation.com http://www.scugogfirst nation.com/	22521 Island Road		Port Perry	ON	L9L 1B6
Delaware Nation (Moravian of the Thames)	Chief	Greg	Peters	gcpeters@xplornet.ca http://delawarenation. on.ca/	14760 School House Line, R.R. #3		Thamesville	ON	N0P 2K0
Mississaugas of the New Credit First Nation	Chief	Bryan	LaForme	bryanlaforme@newcre ditfirstnation.com	2789 Mississauga Rd., R.R. #6		Hagersville	ON	NOA 1H0
Bay of Quinte Mohawk (Mowhawks of the Bay of Quinte)	Chief	R. Donald	Maracle	rdonm@mbq-tmt.org http://www.m bq- tmt.org/	R. R. #1, 13 Old York Road		Deseronto	ON	K0K 1X0
Six Nations of the Grand River	Chief	Ava	Hill	arleenmaracle@sixnati ons.ca avahill@sixnations.ca	P.O. Box 5000		OHSWEKEN	ON	NOA 1M0
<b>Near L4L1A5 (Langstaff Road &amp; Huntington Road) - ATRIS</b>									
<b>200km Radius (100Km FNs plus those below)</b>									
Munsee-Delaware Nation	Chief	Roger	Thomas	Chief.thomas@munsee delaware.org	R. R. #1, 289 Jubilee Road		Muncey	ON	N0L 1Y0
Chippewas of the Thames First Nation	Chief	Fred	Sackaney	Fred.Sackaney@clfn.on .ca	P.O. Box 4000		Calstock	ON	P0L 1B0
Oneida Nation of the Thames	Chief	Joel	Abram	Joel.abram@oneida.on .ca	2212 Elm Avenue		Southwold	ON	N0L 2G0
Hiawatha First Nation	Chief	Greg	Cowie	chiefcowie@hiawathaf n.ca	123 Paudash Street, R.R. #2		Keene	ON	K0L 2G0
Alderville First Nation	Chief	James	R. Marsden	jbmarsden@aldervillefi rstnation.ca	11696 Second Line, P.O. Box 46		Roseneath	ON	K0K 2X0
Curve Lake First Nation	Chief	Phyllis	Williams	PhyllisW@curvelake.ca	22 Winookeeda Road		Curve Lake	ON	K0L 1R0
Chippewas of Rama First Nation	Chief	Sharon	Stinson Henry	chief@ramafirstnation. ca nicoleg@ramafirstnatio n.ca	5884 Rama Road, Suite 200		Rama	ON	L0K 1T0
Beausoleil First Nation (Christian Island)	Chief	Roland	Monague	bfchief@chimnissing. ca tanyaroot@chimnissi ng.ca	1 O-Gema Street		Christian Island, Cedar Point	ON	L0K 1C0

**Huntington Road Class EA Study  
Stakeholder Contact List - First Nation/Indigenous Groups**

Moose Deer Point First Nation	Chief	Barron	King	chief@moosedeerpoint.com	P. O. Box 119, 3719 Twelve Mile Bay Road		Muncey	ON	POC 1H0
Wahta Mohawk, (Mohawks of Gibson)	Chief	Philip	Franks	philip.franks@wahtamohawksCouncil.ca	2664 Muskoka Road, P.O. Box 260		Bala	ON	POC1A0
Wasauksing First Nation (Parry Island)	Chief	Warren	Tabobondung	chief@wasauksing.ca cca@wasauksing.ca	P. O. Box 250, 1508 Lane "G", Geewadin Road		Parry Sound	ON	P2A 2X4
Chippewas of Nawash Unceded First Nation, (Cape Croker)	Chief	Arlene	Chegahno	Reception.admin@nawash.ca	R.R. #5		Warton	ON	N0H 2T0
Saugeen First Nation, (Sevant Lake)	Chief	Edward	Machimity	N/A	General Delivery		Savant Lake	ON	POV 2S0
<b>Other</b>									
Williams Treaties First Nations	-	Karry	Sandy-Mckenzie	inquiries@williamstreatiesfirstnations.ca	8 Creswick Court		Barrie	ON	L4M 2S7
Curve Lake First Nation		Melissa	Dokis	MelissaD@curvelake.ca					

November 14<sup>th</sup>, 2014

Name  
Agency  
Address

Dear Sir/Madame:

**RE: Notice of Municipal Class EA Study Commencement and Public Information Centre -  
Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B) from  
Major Mackenzie Drive to Nashville Road**

We are pleased to advise you that the City of Vaughan is undertaking a Schedule “C” Municipal Class Environmental Assessment (EA) Study to examine two sections of Huntington Road:

- “Part A” – between Langstaff Road and McGillivray Road; and
- “Part B” – between Major Mackenzie Drive and Nashville Road.

The study’s objective is to examine potential road improvements along Huntington Road to accommodate population and employment growth and increased traffic congestion in western Vaughan. The proposed road improvements are required to be completed by 2021, and are consistent with the road improvement objectives outlined in the City of Vaughan’s Community Sustainability and Environmental Master Plan (*Green Directions Vaughan*) and the Vaughan Transportation Master Plan (July 2013).

The Class EA study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road. The termination of Huntington Road at McGillivray Road is the result of the planned extension of Highway 427 that will pass through Huntington Road and include a new interchange at Major Mackenzie Drive.

We encourage you to attend the first Public Information Centre (PIC) this fall as part of the EA process for the Huntington Road study. The PIC will identify the study background, review the Municipal Class EA process and address potential solutions to address projected population and employment growth. We will make you aware of the PIC date as soon as it is scheduled.

If your agency/office has any comments or input concerning this study, please complete and return the attached Response Form by Thursday November 21<sup>th</sup>, 2014. If your agency/office has no comments or interest in this project, please indicate this by way of letter or by completing the bottom of this letter and returning it back to the undersigned by Thursday November 21<sup>th</sup>, 2014, and we will verify that your office will not be participating in this study.

The City of Vaughan is obtaining information for this project to assist us in arriving at a feasible solution for both Part A and Part B of the study area while adhering with the requirements of the *Environmental Assessment Act*. Comments, input and information received will be used in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

November 2014

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Notice of Class EA Study Commencement and Public Information Centre

Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B) from Major Mackenzie Drive to Nashville Road

If you have any additional questions or comments about the study, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

Mani Shahrokni, P. Eng., PMP

Transportation Engineer, Development/Transportation Engineering

Phone: (905) 832-8585 ext. 8163

E-mail: [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

Notice of Class EA Study Commencement and Public Information Centre  
Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B) from Major Mackenzie Drive to Nashville Road

Contact Name: \_\_\_\_\_

Agency/Office: \_\_\_\_\_

Department: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

This Agency/Office **will not** be providing input to or participating in the Municipal Class EA study for Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B) from Major Mackenzie Drive to Nashville Road.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Per

**RESPONSE FORM**

**The City of Vaughan  
Municipal Class Environmental Assessment Study  
Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B)  
from Major Mackenzie Drive to Nashville Road**

1. Contact Name: \_\_\_\_\_

2. Ministry/Agency/Office: \_\_\_\_\_

3. Address: \_\_\_\_\_

\_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Email: \_\_\_\_\_

4. Please note specific comments and/or concerns (please attach additional sheets if necessary):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Do you wish to be notified for continued involvement in the study process?

Yes \_\_\_\_\_ No \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

Please return this form to:

**Mani Shahrokni, P. Eng., PMP**  
Transportation Engineer,  
Development/Transportation Engineering  
2141 Major Mackenzie Dr. West  
Vaughan, ON L6A 1T1

**Phone:** (905) 832-8585 ext. 8163  
**E-mail:** mani.shahrokni@vaughan.ca

# LOCATION MAP



## ROAD IMPROVEMENTS ALONG HUNTINGTON ROAD

PART A BETWEEN LANGSTAFF ROAD AND MCGILLIVRAY ROAD

PART B BETWEEN MAJOR MACKENZIE DRIVE AND NASHVILLE ROAD



Not To Scale

# Public Information Centre Summaries

# Huntington Road Class EA

From Langstaff Road to McGillivray  
Road (Part A) & Major Mackenzie Drive  
to Nashville Road (Part B)

Public Information Centre No. 1  
Summary Report

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## APPENDICES

- Appendix A** Display Panels
- Appendix B** Notification of Public Information Centre No. 1

## **Introduction**

The following summarizes the first Public Information Centre Number 1 (PIC 1) hosted by the City of Vaughan for the *Municipal Class Environmental Assessment (EA) Schedule 'C'* for Huntington Road from Langstaff Road to McGillivray Road (Part A) and from Major Mackenzie Drive to Nashville Road (Part B).

The City hosted the PIC in the Town of Kleinburg at the Ecole Elementaire a Fontaine close to the study area. The event occurred on Tuesday, November 25, 2014 from 5:00 p.m. to 8:00 p.m.

The PIC was arranged in an open house, drop-in format with staff from the City of Vaughan and the consultant (Parsons Inc.) on-hand to engage attendees and answer questions. The display boards included the following information (see **Appendix A**):

- Purpose of the Class EA study;
- The Problem and Opportunity Statement that identifies why the study is being undertaken;
- An overview of the Class EA planning process (including key phases and points of consultation);
- Study area existing conditions;
- Preliminary results of the evaluation of alternative solutions to the problem;
- Alternative solutions, and evaluation criteria and results; and,
- Next steps in the planning process.

## **Notification of the Public Information Centres**

Advance notification of the PICs was provided to potentially interested residents and stakeholders through a variety of means:

- Direct mailing to all agencies and key stakeholders on the study's contact list, including review agencies, councillors, developers and individuals/organizations previously engaged in similar studies. Notices were mailed during the week of November 13, 2014.
- Direct mailing of notices to 19 First Nations bands during the week of November 13, 2014.
- Posting on the City of Vaughan's official website ([www.vaughan.ca](http://www.vaughan.ca)).
- Newspaper advertisements on Thursday, November 13, 2014 and Thursday, November 20, 2014 in:
  - *Vaughan Citizen*
  - *Thornhill Liberal*

The notices provided the following general information about the study:

- Purpose, time and location of the PIC;
- Study background, and overview of the Class Environmental Assessment process; and,
- Points of contact from the City of Vaughan and the consultant throughout the study.

**Appendix B** provides copies of these notification materials.

## **Attendance**

Attendees at the PIC included residents and agency stakeholders. Each attendee was asked to sign in on the provided sign in sheet, with some attendees opting not to provide their contact information. Those who did sign in were asked if they would like to be included on the project mailing list to be provided with updates throughout the project via emails and mail outs. All attendees that responded yes were either added to the project mailing list or agency contact list, as appropriate. In all, 18 individuals attended the event.

## **Comments and Questions Received**

All attendees were encouraged to provide comments/questions on a Comment Form. While no comment forms were received, staff captured and recorded the following discussion with attendees:

- Truck traffic should be restricted on Major Mackenzie Drive in the area where it intersects Huntington Road.
- As a resident of Nashville Heights, we really need a connection (*north-south connection into and out of the residential development*).
- When the Major Mackenzie bridge is reconstructed, the residents of Nashville Heights are going to need a bypass. I'm concerned that Nashville Heights residents won't have an alternative. They (residents) don't want a bumpy Huntington Road when Major Mackenzie Drive is reconstructed.
- Parts of Huntington Road are in very bad shape - lots of gravel.
- There needs to be a temporary solution (connection) between the time the environmental assessment is completed and Major Mackenzie Drive is built.

These comments were discussed and addressed with the attendees directly at the PIC. Where appropriate, the comments were incorporated into project considerations (e.g. coordination with other works in the area).

# Appendix A

## Display Panels

# ***WELCOME***

## **Municipal Class Environmental Assessment**

**Huntington Road from Langstaff Road to McGillivray Road &  
Major Mackenzie Drive to Nashville Road**

**Public Information Centre  
November 25, 2014**

**5:00 p.m. to 8:00 p.m.**



**PARSONS**



## **WHY IS THE CITY UNDERTAKING THIS STUDY?**

The **City of Vaughan** has initiated a Class Environmental Assessment (EA) Study for road improvements along **Huntington Road** to:

- Support planned **population and employment growth**
- Accommodate the projected **increase in traffic**
- Encourage more **sustainable modes of transportation**
- Support **local and Regional policies**



*(The City) recommends the need to add capacity to Huntington Road "to meet the travel demands of a major new employment area..."*

-Vaughan Transportation Master Plan

*The WVEA Secondary Plan broadly identifies the need to develop a street network that is safe, efficient, and balances user needs including motorists, truck traffic, pedestrians and cyclists.*

-WVEA Secondary Plan

# WE ARE FOLLOWING THE SCHEDULE "C" MUNICIPAL CLASS EA

- **Five Phase planning process** under the **Ontario Environmental Assessment (EA) Act**
- Requires all **reasonable alternatives** to be considered
- Aims to **reduce impacts** on the surrounding environment

Phase 1: Problem / Opportunity	Phase 2: Alternative Solutions	Phase 3: Alternative Designs	Phase 4: Environmental Study Report	Phase 5: Implementation
Description of the problem and/or opportunity to be addressed by the project	Feasible ways of solving the identified problem(s) or addressing the opportunity(ies), from which a preferred solution is selected (in other words, <i>how can the problem be addressed?</i> )	Alternative ways of designing or carrying out the preferred solution ( <i>in other words, what will the solution to address the problem look like?</i> )	Documents the planning and decision-making process, and identifies the measures proposed to avoid or minimize environmental effects	Includes construction of the undertaking and a monitoring program to ensure that environmental commitments are fulfilled

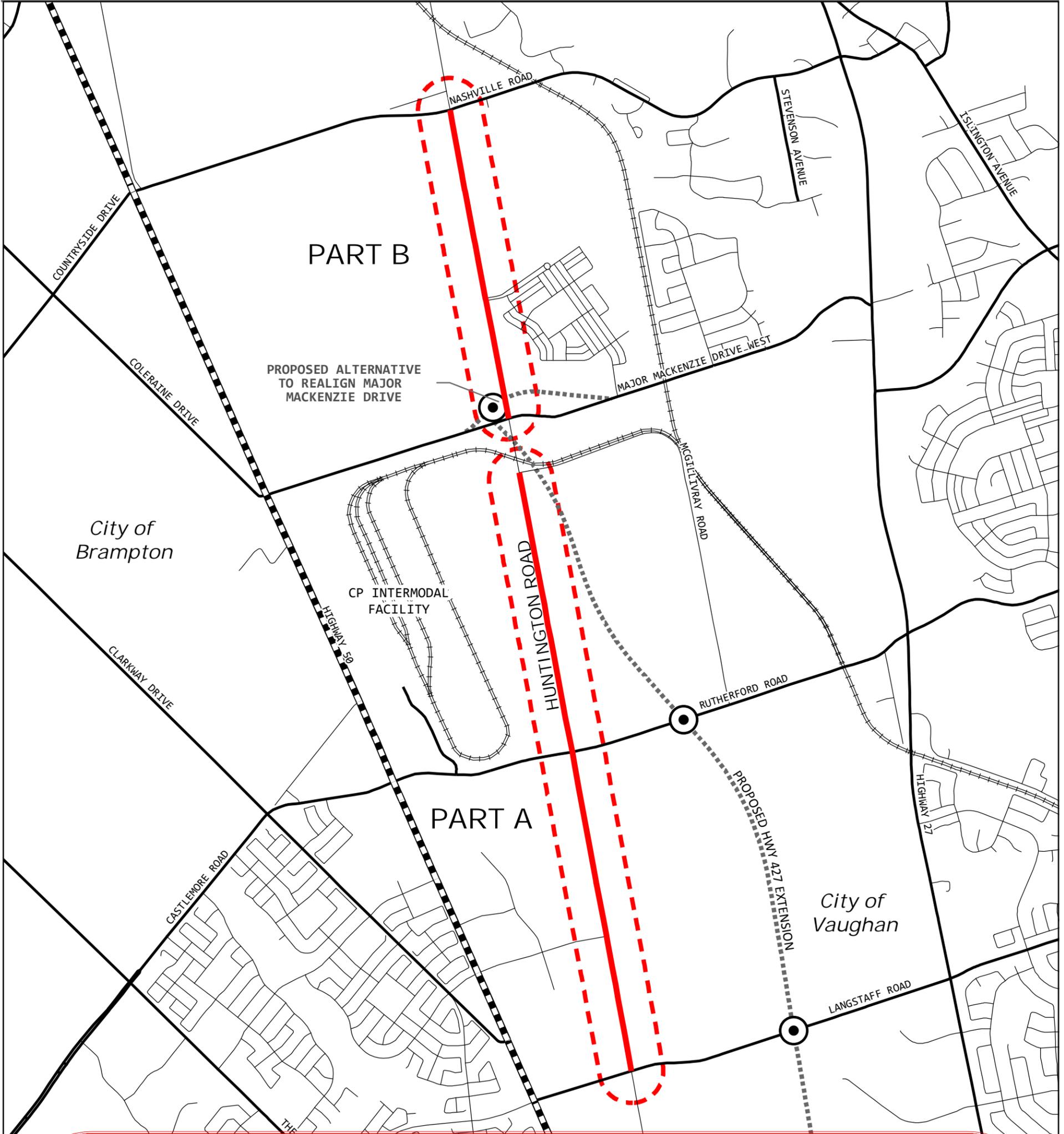
PIC No. 1 – we are here!



PIC No. 2



# HUNTINGTON ROAD EA STUDY AREA



*The study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road.*

*(PART A): Huntington Road from Langstaff Road to McGillivray Road*

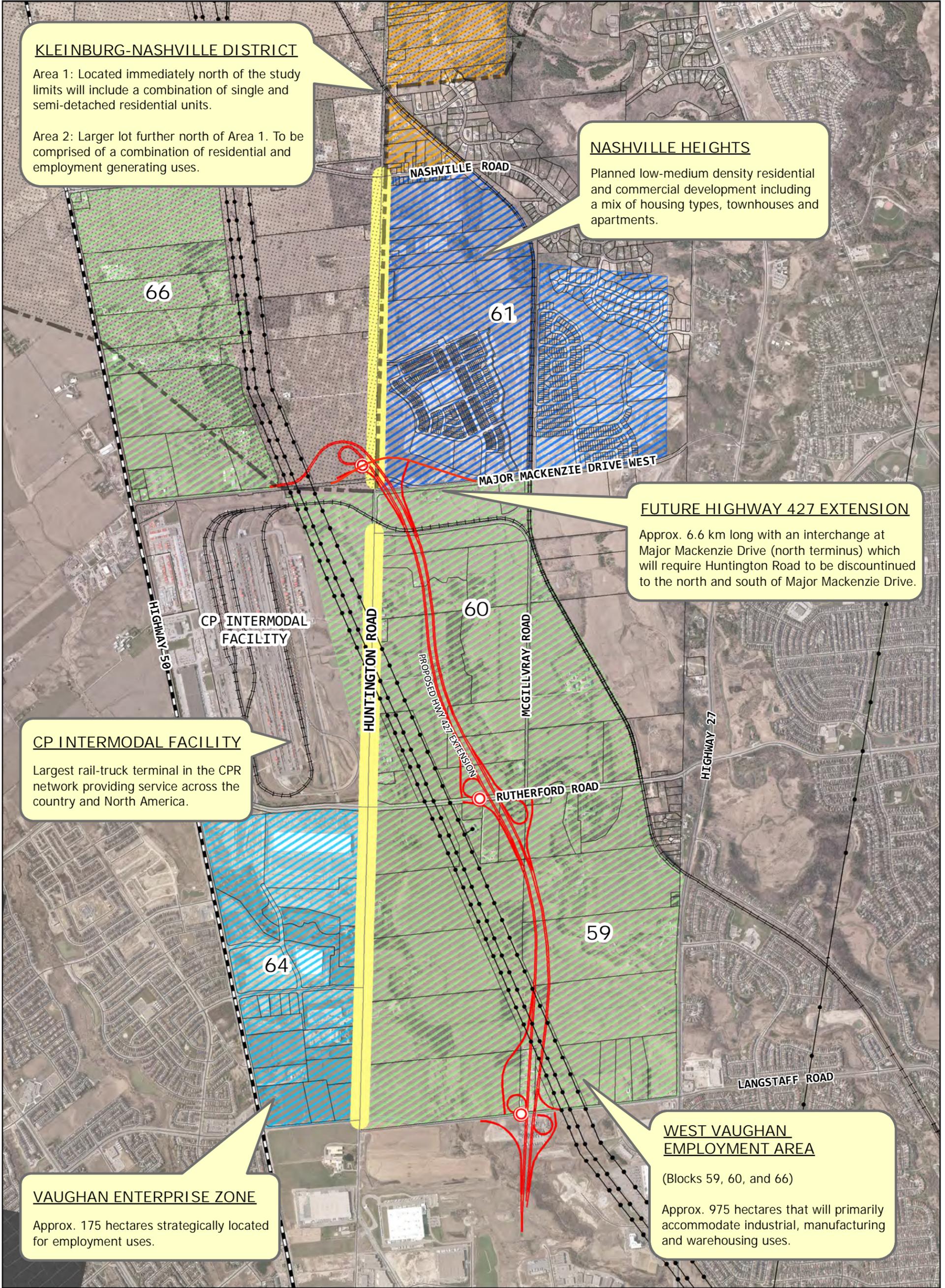
- o 2-lane rural road extending from Langstaff Road to McGillivray Road (Approx 3.8 km)
- o Corridor "split" to accommodate future highway 427 interchange at Major Mackenzie Drive
- o Identified in Transportation Master Plan as a Major Collector Road requiring 4 lanes and a 26m ROW (currently 20m ROW)
- o Located adjacent to CP Intermodal Facility

*(PART B): Huntington Road from Major Mackenzie Drive to Nashville Road*

- o 2-lane rural road extending from Major Mackenzie Drive to Nashville Road (Approx 1.8 km)

	SOURCE: CITY OF VAUGHAN, LIO, MNR UTM ZONE 17N NAD3	0 125 250 500 m	<b>LEGEND</b> Proposed Highway 427 Interchange Study Area (Huntington Road) Rail Line Municipal Boundary (Peel/York Region)
	PROJECT NAME HUNTINGTON ROAD ENVIRONMENTAL ASSESSMENT		
PROJECT NO. TT4020TTA02	DRAWN BY SK		
NOVEMBER 2014			

# HUNTINGTON ROAD: BLOCK PLANS & OTHER IMPROVEMENTS



**KLEINBURG-NASHVILLE DISTRICT**  
 Area 1: Located immediately north of the study limits will include a combination of single and semi-detached residential units.  
 Area 2: Larger lot further north of Area 1. To be comprised of a combination of residential and employment generating uses.

**NASHVILLE HEIGHTS**  
 Planned low-medium density residential and commercial development including a mix of housing types, townhouses and apartments.

**FUTURE HIGHWAY 427 EXTENSION**  
 Approx. 6.6 km long with an interchange at Major Mackenzie Drive (north terminus) which will require Huntington Road to be discontinued to the north and south of Major Mackenzie Drive.

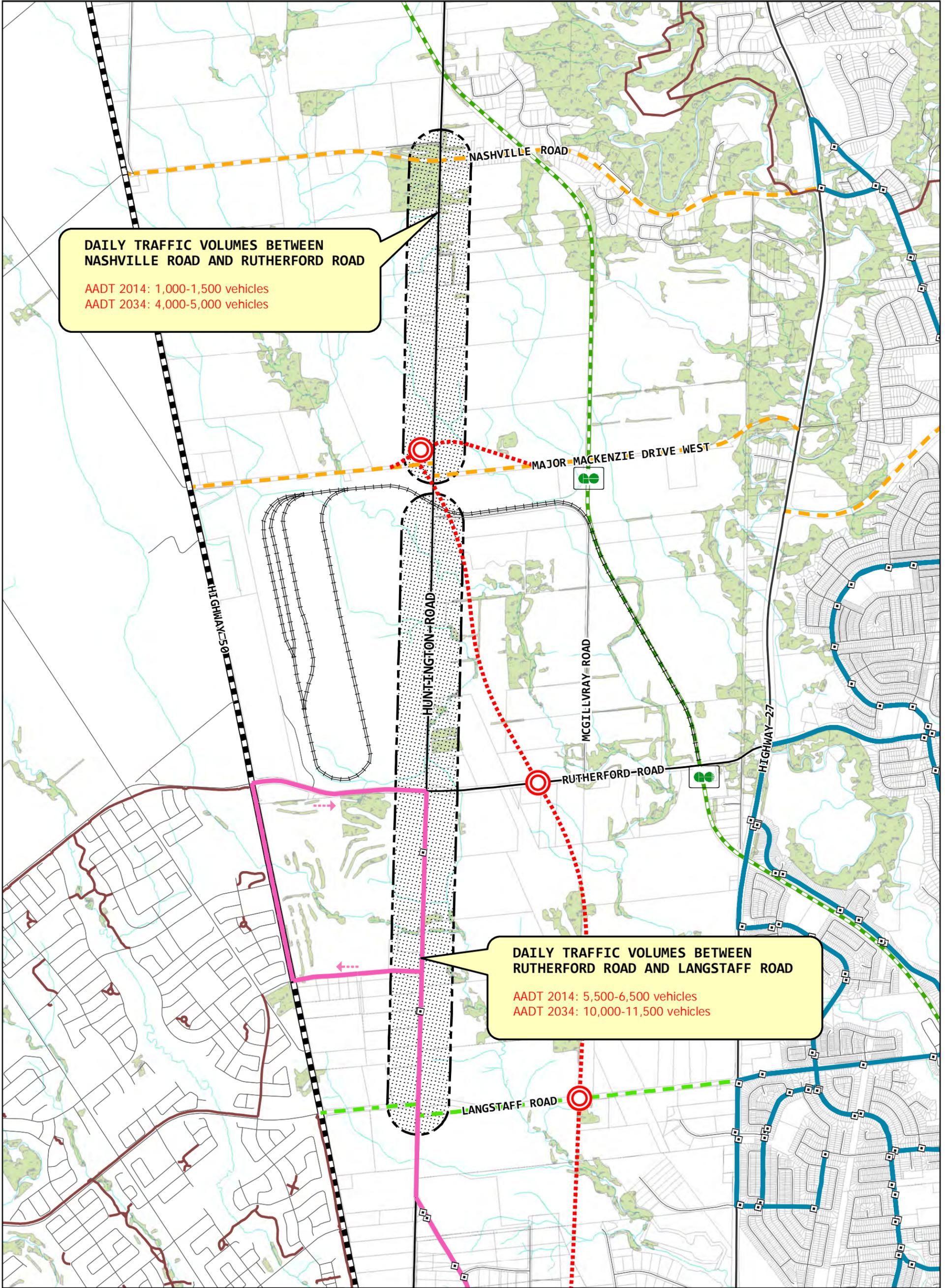
**CP INTERMODAL FACILITY**  
 Largest rail-truck terminal in the CPR network providing service across the country and North America.

**VAUGHAN ENTERPRISE ZONE**  
 Approx. 175 hectares strategically located for employment uses.

**WEST VAUGHAN EMPLOYMENT AREA**  
 (Blocks 59, 60, and 66)  
 Approx. 975 hectares that will primarily accommodate industrial, manufacturing and warehousing uses.

	SOURCE: CITY OF VAUGHAN, LIO, MNR UTM ZONE 17N NAD3		<b>LEGEND</b> <ul style="list-style-type: none"> <li> Future Highway 427 Interchange</li> <li> Study Area (Huntington Road)</li> <li> Proposed Highway 427 Extension</li> <li> Municipality Boundary (Peel/York Region)</li> <li> Rail Line</li> <li> Hydro Line</li> <li> GTA West Corridor (Preliminary Route Planning Study Area)</li> </ul>	<b>DEVELOPMENT BLOCKS</b> <ul style="list-style-type: none"> <li> West Vaughan Employment Area</li> <li> Vaughan Enterprise Zone</li> <li> Nashville Heights</li> <li> Kleinburg-Nashville District</li> </ul>
	PROJECT NAME HUNTINGTON ROAD ENVIRONMENTAL ASSESSMENT	PROJECT NO. TT4020TTA02		
NOVEMBER 2014				

# HUNTINGTON ROAD: TRANSPORTATION NETWORK PLAN




 SOURCE: CITY OF VAUGHAN, LIO, MNR  
 UTM ZONE 17N NAD3  
 0 125 250 500 m

PROJECT NAME  
**HUNTINGTON ROAD ENVIRONMENTAL ASSESSMENT**

PROJECT NO. TT4020TTA02      DRAWN BY SK

NOVEMBER 2014      **PARSONS**      **VAUGHAN**

**LEGEND**

- YRT Bus Stop
- Future Highway 427 Interchange
- Proposed GO Transit Station
- Proposed Highway 427 Extension
- Rail Line
- Proposed Go Transit Rail Line
- YRT Transit Route
- YRT #28 Huntington Route
- Bike Lane
- Paved Shoulder Bikeway
- Multi-Use Trail
- Municipal Boundary (Peel/York Region)

# HUNTINGTON ROAD: NATURAL HERITAGE

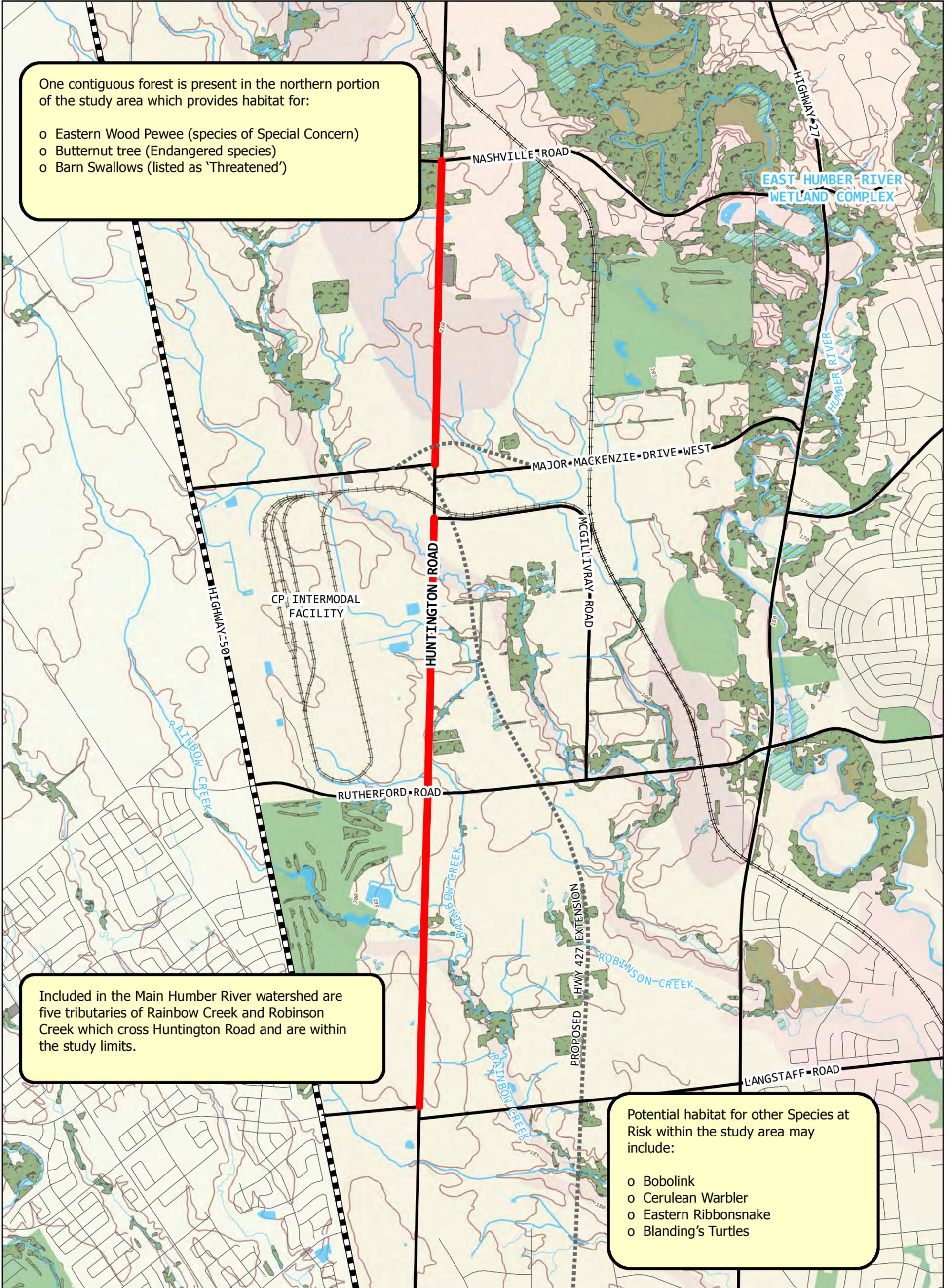
One contiguous forest is present in the northern portion of the study area which provides habitat for:

- o Eastern Wood Pewee (species of Special Concern)
- o Butternut tree (Endangered species)
- o Barn Swallows (listed as 'Threatened')

Included in the Main Humber River watershed are five tributaries of Rainbow Creek and Robinson Creek which cross Huntington Road and are within the study limits.

Potential habitat for other Species at Risk within the study area may include:

- o Bobolink
- o Cerulean Warbler
- o Eastern Ribbonsnake
- o Blanding's Turtles



SOURCE: CITY OF VAUGHAN, LIO, MNR  
UTM ZONE 17N NAD3



PROJECT NAME  
HUNTINGTON ROAD ENVIRONMENTAL ASSESSMENT

PROJECT NO.  
TT4020TTA02

DRAWN BY  
SK

## LEGEND

- Proposed Highway 427 Extension
- - - Municipal Boundary (Peel/York Region)
- +— Rail Line
- Contour

- Watercourse
- Existing Pond
- Wetland

- Green Space
- Conservation (Protected Area)
- Woodlot

NOVEMBER 2014

**PARSONS**

**VAUGHAN**

# HUNTINGTON ROAD: BUILT HERITAGE

Huntington Road is a historic settlement road that facilitated early nineteenth century settlement for at least five properties and the subsequent settlement of 16 houses by 1878.

Nearly half of the adjacent lands east and west of the Huntington Road ROW have archaeological potential.

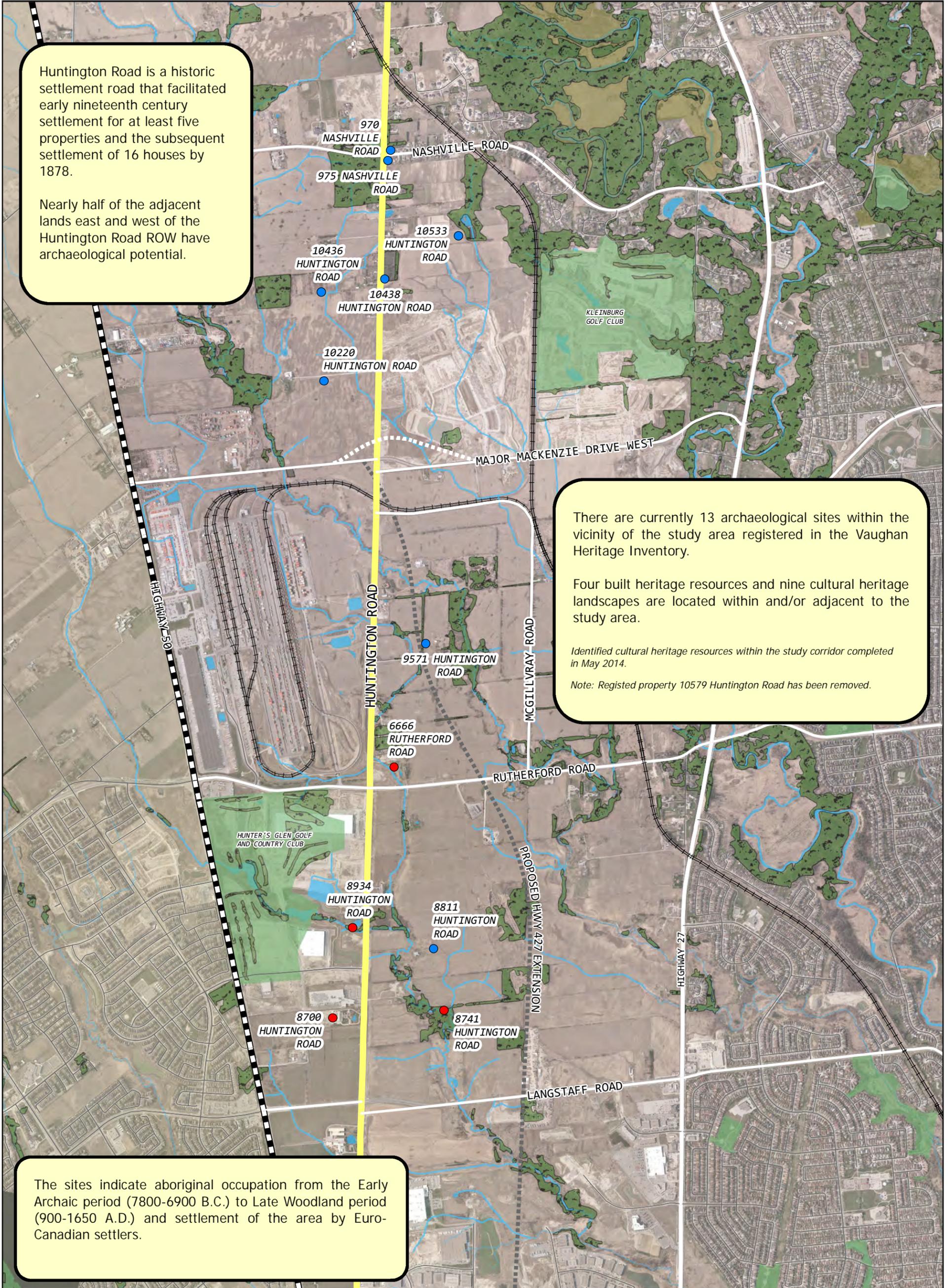
There are currently 13 archaeological sites within the vicinity of the study area registered in the Vaughan Heritage Inventory.

Four built heritage resources and nine cultural heritage landscapes are located within and/or adjacent to the study area.

*Identified cultural heritage resources within the study corridor completed in May 2014.*

*Note: Registered property 10579 Huntington Road has been removed.*

The sites indicate aboriginal occupation from the Early Archaic period (7800-6900 B.C.) to Late Woodland period (900-1650 A.D.) and settlement of the area by Euro-Canadian settlers.



SOURCE: CITY OF VAUGHAN, LIO, MNR  
UTM ZONE 17N NAD3



PROJECT NAME  
HUNTINGTON ROAD ENVIRONMENTAL ASSESSMENT

PROJECT NO.  
TT4020TTA02

DRAWN BY  
SK



NOVEMBER 2014

**PARSONS**

**VAUGHAN**

## LEGEND

- CHL (Cultural Heritage Landscape)
- BHR (Built Heritage Resource)
- ▬▬▬ Proposed Highway 427 Extension
- ▬▬▬ Municipal Boundary (Peel/York Region)
- ▬▬▬ Rail Line
- ▬▬▬ Watercourse
- Green Space (Park/Golf Course)
- Conservation (Protected Area)
- Woodlot

# ENVIRONMENTAL SITE ASSESSMENT, GEOTECHNICAL AND HYDROGEOLOGICAL ASSESSMENT RESULTS

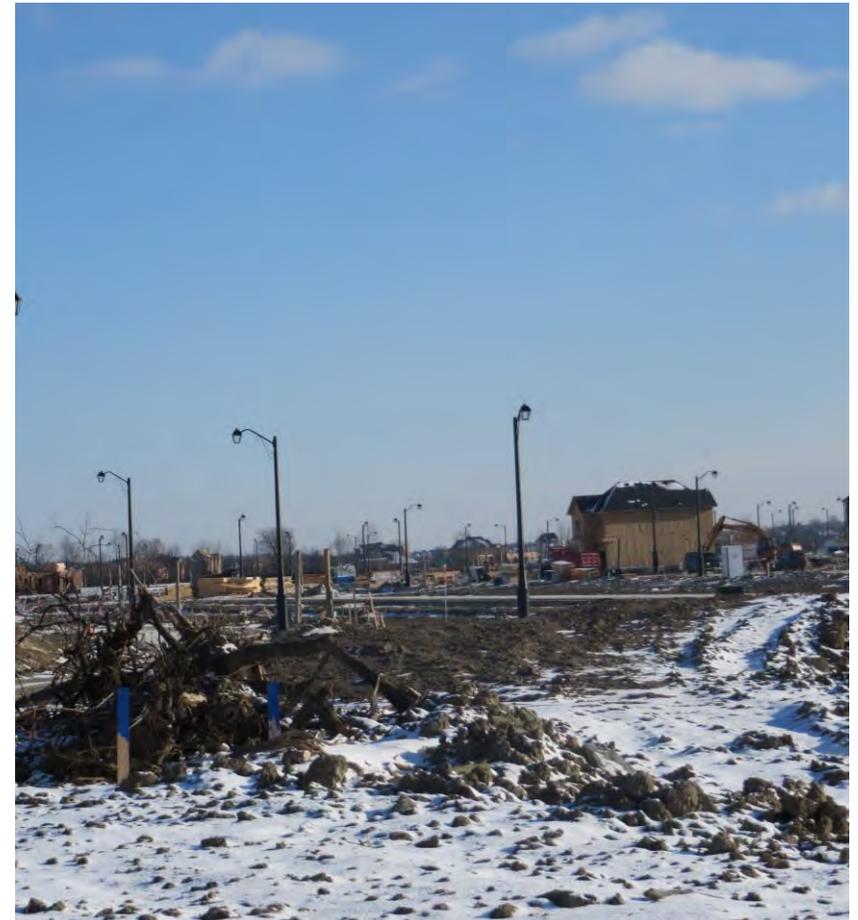
- Environmental concern along the roadway corridor ranges from **low to moderate** due to:
  - Roadway de-icing activities
  - Use of fill material of unknown environmental quality
  - Spill incidents on adjacent properties
  - Generation, use and/or storage of hazardous wastes (e.g. petroleum distillates, oils and lubricants) on adjoining properties
  - Rail tracks adjacent to the corridor.
- The roadway subsurface consists of a granular limestone underlain by various fill materials.
- The fill materials are underlain by native soils (clayey silt and/or silty sand).
- Over 250 water supply wells (active and abandoned) are within the study area.



## **STUDY PROBLEM STATEMENT**

The **Problem Statement** identifies the **need and justification** for the overall project while establishing the scope of the study:

- *Ongoing and planned development in the vicinity of the study area requires the need to provide additional capacity along Huntington Road in order to alleviate future congestion.*
- *In addressing the planned population and employment growth and shift to a more urban landscape, changes to the road and corresponding infrastructure is needed to provide access to adjacent development lands while supporting a variety of transportation functions and uses, including transit and active transportation (cyclists and pedestrians).*



# **ALTERNATIVE SOLUTIONS – HOW CAN THE PROBLEM(S) BE SOLVED?**

**Alternative 1: Do Nothing** – Assumes no improvements would be made to this section of Huntington Road other than regular maintenance

## **Alternative 2: Travel Demand Management (TDM)**

**Initiatives** - Reduce vehicular trips and miles traveled while increasing vehicle occupancy by expanding transportation options

**Alternative 3: Improve Other Parallel Roadways** - Undertake improvements to parallel roadways to reduce traffic on Huntington Road

## **Alternative 4: Roadway Capacity and Operational**

**Improvements** - Enhance the traffic capacity of Huntington Road by adding travel / turning lanes, as well as making geometric and signal timing improvements

**Alternative 5: Urbanize Cross-section** – Undertake improvements such as providing curbs, gutters, catch basins and an enclosed drainage system



# CRITERIA TO EVALUATE ALTERNATIVE SOLUTIONS

Criteria representing the **broad definition of the environment** as described in the **EA Act** were used to comparatively evaluate the Alternative Solutions

<b>Traffic Capacity, Operations &amp; Safety</b>	<ul style="list-style-type: none"><li>• Would the alternative efficiently and safely handle the forecasted traffic from existing/future developments?</li><li>• Ability to accommodate alternative transportation modes, incl. transit, cycling and walking</li></ul>
<b>Municipal Policy &amp; Governance</b>	<ul style="list-style-type: none"><li>• Does the alternative support area planning initiatives?<ul style="list-style-type: none"><li>- <i>Transportation Master Plan (2013)</i></li><li>- <i>Vaughan's Community Sustainability and Environmental Master Plan</i></li><li>- <i>West Vaughan Employment Area (WVEA) Secondary Plan</i></li><li>- <i>Growth of Block 61 (Nashville Heights)</i></li></ul></li></ul>
<b>Social Environment</b>	<ul style="list-style-type: none"><li>• Potential to impact the local community (e.g. noise, property requirements, access restrictions, etc.)</li><li>• Potential impact on roadway drainage and stormwater management (water quality and quantity)</li></ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"><li>• How does the alternative affect existing vegetation, water quality, wildlife and wildlife habitat?</li><li>• Does the alternative impact water supply and groundwater quality?</li></ul>
<b>Heritage/ Archaeological/ Cultural Impacts</b>	<ul style="list-style-type: none"><li>• Potential impact on built heritage resources and/or cultural heritage landscapes</li><li>• Potential impact on archaeological resources</li><li>• Does the alternative affect First Nations' lands?</li></ul>
<b>Costs</b>	<ul style="list-style-type: none"><li>• Potential capital (construction) cost of the alternative</li><li>• Utility relocation and property acquisition costs</li></ul>

## **EVALUATION OF HUNTINGTON ROAD PART A (FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD)**

ALTERNATIVE SOLUTION	SUMMARY OF "PROS"	SUMMARY OF "CONS"	OVERALL SUMMARY	RECOMMENDATION
1. Do Nothing	<ul style="list-style-type: none"> <li>✓ No capital costs.</li> <li>✓ Limited impacts to adjacent lands.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Would not address planned growth and increase in travel demand.</li> <li>✗ Increased traffic could inhibit potential business development and growth.</li> <li>✗ Would not safely accommodate alternative travel modes.</li> </ul>	Does not address the study requirements.	Not Recommended
2. Travel Demand Management (TDM) Initiatives	<ul style="list-style-type: none"> <li>✓ Promotes sustainable transportation and practical commute options.</li> <li>✓ Enhances pedestrian and cyclist safety.</li> <li>✓ Supports area planning initiatives and policies.</li> <li>✓ Limited impacts to adjacent lands.</li> <li>✓ Limited capital cost.</li> </ul>	<ul style="list-style-type: none"> <li>✗ By itself, it would not fully address the challenges from increased growth and travel demand.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended to be carried forward in combination with Alternatives 4 and 5.
3. Improve Other Parallel Roadways	<ul style="list-style-type: none"> <li>✓ Improved traffic operations by diverting traffic to other routes.</li> <li>✓ Potential reduction in traffic congestion and air emissions along parallel routes.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Does not support area planning initiatives and policies.</li> <li>✗ Private property may be required along other routes.</li> <li>✗ Significant capital cost.</li> </ul>	Does not address the study requirements.	Not Recommended
4. Roadway Capacity and Operational Improvements	<ul style="list-style-type: none"> <li>✓ Improved intersection traffic operations.</li> <li>✓ Improved access to local businesses.</li> <li>✓ Partially addresses planned growth and increase in travel demand.</li> <li>✓ Supports area planning initiatives and policies.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Significant capital cost.</li> <li>✗ Requires mitigation of impacts.</li> <li>✗ Private property may be required.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended to be carried forward in combination with Alternatives 2 and 5.
5. Urbanize Roadway Cross Section	<ul style="list-style-type: none"> <li>✓ Enhanced pedestrian and cyclist safety.</li> <li>✓ Supports area planning initiatives and policies.</li> <li>✓ Improved roadway drainage.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Moderate capital cost.</li> <li>✗ By itself, it would not fully address the challenges from increased growth and travel demand.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended to be carried forward in combination with Alternative 2 and 4.

## **EVALUATION OF HUNTINGTON ROAD PART B (FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD)**

ALTERNATIVE SOLUTION	“PROS”	“CONS”	SUMMARY	RECOMMENDATION
1. Do Nothing	<ul style="list-style-type: none"> <li>✓ No construction-related impacts.</li> <li>✓ No capital costs.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Safe accommodation of road users not addressed, considering the projected residential growth.</li> <li>✗ Roadway drainage and stormwater management requirements not addressed.</li> <li>✗ Area planning initiatives and policies not addressed.</li> </ul>	Does not address the study requirements.	Not Recommended
2. Travel Demand Management (TDM) Initiatives	<ul style="list-style-type: none"> <li>✓ Promotes sustainable transportation and practical commute options.</li> <li>✓ Enhances pedestrian and cyclist safety.</li> <li>✓ Supports area planning initiatives and policies.</li> <li>✓ Limited capital cost.</li> </ul>	<ul style="list-style-type: none"> <li>✗ By itself, it would not fully address the challenges from increased residential growth and a shift to a more urban environment.</li> <li>✗ Roadway drainage and stormwater management requirements not addressed.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended (To be carried forward in combination with Alternatives 4 and 5)
3. Improve Other Parallel Roadways	<ul style="list-style-type: none"> <li>✓ Potential reduction in traffic congestion and air emissions along parallel routes.</li> <li>✓ Diversion of some traffic from Huntington Road to other routes.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Would not address projected development pressures within Nashville Heights Community.</li> <li>✗ Roadway drainage and stormwater management requirements not addressed.</li> <li>✗ Private property may be required.</li> <li>✗ Significant capital cost.</li> </ul>	Does not address the study requirements.	Not Recommended
4. Roadway Capacity and Operational Improvements	<ul style="list-style-type: none"> <li>✓ Improved intersection traffic operations.</li> <li>✓ Improved access to local residences.</li> </ul>	<ul style="list-style-type: none"> <li>✗ By itself, it would not fully address the challenges from increased residential growth and a shift to a more urban environment.</li> <li>✗ Could require mitigation of construction-related impacts.</li> <li>✗ Roadway drainage and stormwater management requirements not addressed.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended (To be carried forward in combination with Alternatives 2 and 5)
5. Urbanize Roadway Cross-Section	<ul style="list-style-type: none"> <li>✓ Enhances pedestrian and cyclist safety.</li> <li>✓ Improves roadway drainage and stormwater management requirements.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Could require mitigation of construction-related impacts.</li> <li>✗ Private property may be required.</li> </ul>	Partially addresses the study requirements. Consider combining with other alternative(s).	Recommended (To be carried forward in combination with Alternatives 2 and 4)

# SUMMARY OF EVALUATIONS AND RECOMMENDED SOLUTIONS

Based on the evaluation of the alternative solutions, the recommended solution for Huntington Road (Parts A and B) is a combination of:

- **Travel demand management** initiatives
- **Roadway capacity** and **operational improvements**
- **Urbanization of the roadway corridor**

*Following confirmation of the recommended solution, **alternative "design" concepts** to implement the recommendations will be developed, evaluated and presented to the public and technical agencies for comment.*



## **NEXT STEPS**

Following this Public Information Centre, the Project Team will:

- Review and address the comments submitted
- Confirm the recommended Alternative Solution(s)
- Meet with members of the public and/or technical agencies as needed
- Develop and evaluate alternative design concepts to implement the recommended solution



***A 2<sup>nd</sup> Public Information Centre will be held in 2015 to present the project team's recommended design and evaluation process undertaken for Huntington Road.***

## **THANK YOU FOR ATTENDING THIS EVENT!**

Please provide your comments pertaining to the material presented here tonight by **completing a comment sheet** and depositing it in the provided comment drop-box. Alternatively, please email, mail, or fax your comment sheet by **December 9, 2014**.

If you have any questions or comments after tonight's meeting, please contact:

**Mani Shahrokni, P. Eng.  
Project Manager**

The Corporation of the City of Vaughan  
2141 Major Mackenzie Dr. West,  
Vaughan, ON L6A 1T1  
Telephone: (905) 832-8585, ext. 8163  
Email: [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**Manoj Dilwaria, B. Eng., M. Pl, (Transp.),  
MCIP, RPP, AVS  
Project Manager**

Parsons  
625 Cochrane Drive, Suite 500,  
Markham, Ontario L3R 9R9  
Telephone: (905) 321-7254  
Email: [manoj.dilwaria@parsons.com](mailto:manoj.dilwaria@parsons.com)

We appreciate your time and interest in this study and thank you for attending this Public Information Centre.

# Appendix B

## Notification of Public Information Centre No. 1

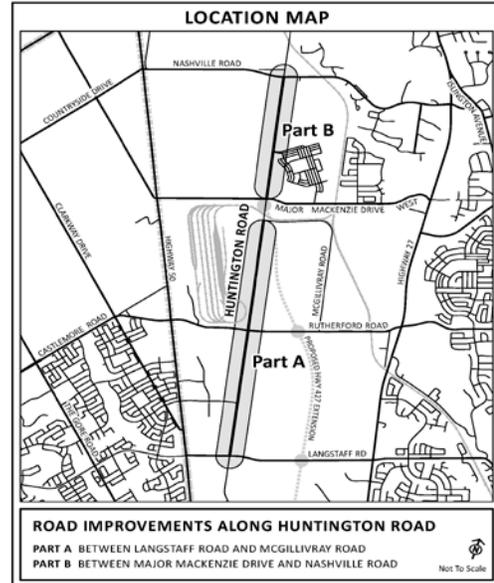
**NOTICE OF COMMENCEMENT AND PUBLIC INFORMATION CENTRE**

**CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR HUNTINGTON ROAD FROM  
LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND  
FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**Study Background**

The City of Vaughan has initiated a Class Environmental Assessment (EA) Study for road improvements along Huntington Road to accommodate population and employment growth and increased traffic congestion in western Vaughan. The proposed road improvements are required to be completed by 2021 and are consistent with objectives outlined in the Vaughan Transportation Master Plan (July 2013). The Class EA study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road:

- **Part A** – between Langstaff Road and McGillivray Road; and
- **Part B** – between Major Mackenzie Drive and Nashville Road.



The termination of Huntington Road at McGillivray Road is the result of the planned extension of Highway 427 that will pass through Huntington Road and include a new interchange at Major Mackenzie Drive.

**Study Process**

This study is being undertaken as a Schedule ‘C’ project in accordance with all requirements of the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).

As part of this study, the City of Vaughan is hosting the first of two Public Information Centres (PICs) to provide background about the study as well as discuss potential options to address future growth and traffic. Representatives from the City of Vaughan and its consultants will be on-hand at the PIC to answer questions and provide additional study details. The first PIC is scheduled for:

<b>Date:</b>	Tuesday, November 25, 2014
<b>Time:</b>	5:00 p.m. to 8:00 p.m.
<b>Location</b>	Ecole Elementaire La Fontaine Gymnasium 10110 Islington Avenue, Kleinburg

**Contact Information**

If you have any questions or comments about this study, or would like to be added to the study’s mailing list, please contact:

**Mani Shahrokni, P. Eng.**  
Project Manager  
The Corporation of the City of Vaughan  
2141 Major Mackenzie Dr. West,  
Vaughan, ON L6A 1T1  
Telephone: (905) 832-8585, ext. 8163  
Email: mani.shahrokni@vaughan.ca

**Manoj Dilwaria**  
B. Eng., M. Pl. (Transp.), MCIP, RPP, AVS  
Technical Director  
Parsons  
625 Cochrane Drive, Suite 500,  
Markham, Ontario L3R 9R9  
Telephone: (905) 321-7254  
Email: manoj.dilwaria@parsons.com

# Huntington Road Class EA

From Langstaff Road to McGillivray Road  
(Part A) & Major Mackenzie Drive to  
Nashville Road (Part B)

Public Information Centre No. 2  
Summary Report

## TABLE OF CONTENTS

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## APPENDICES

- Appendix A**    Display Panels
- Appendix B**    Notification of Public Information Centre No. 2
- Appendix C**    Comment Forms

## **Introduction**

The following summarizes the first Public Information Centre Number 2 (PIC 2) hosted by the City of Vaughan for the *Municipal Class Environmental Assessment (EA) Schedule 'C'* for Huntington Road from Langstaff Road to McGillivray Road (Part A) and from Major Mackenzie Drive to Nashville Road (Part B).

The City hosted the PIC in the Town of Kleinburg at the Kleinburg Library close to the study area. The event occurred on Wednesday, June 29, 2016 from 5:00 p.m. to 8:00 p.m.

The PIC was arranged in an open house, drop-in format with staff from the City of Vaughan and the consultant (Parsons Inc.) on-hand to engage attendees and answer questions. The display boards included the following information (see **Appendix A**):

- Purpose and background/context of the Class EA study;
- Planned and future improvements and development in the area;
- Recap of PIC No. 1 and the recommended alternative solutions;
- Alternative Designs for Part A and B;
- Evaluation of Alternative Designs and the selected Preferred Alternative Designs;
- Potential Impacts of the Alternative Designs; and,
- Next Steps.

## **Notification of the Public Information Centre**

Advance notification of the PIC was provided to potentially interested residents and stakeholders through a variety of means:

- Direct mailing of a letter and Notice of PIC 2 to individuals within 200m of the study area, key stakeholders and First Nations contacts.
- Email with the Notice of PIC 2 to agencies and other key stakeholders.
- Direct door-to-door handout to a portion of the Nashville Heights community.
- Posting on the City of Vaughan's official website ([www.vaughan.ca](http://www.vaughan.ca)).
- Newspaper advertisements in the *Vaughan Citizen*: June 16<sup>th</sup> and June 23<sup>rd</sup>, 2016.

The notices provided the following general information about the study:

- Purpose, time and location of the PIC;
- Study process and what has happened since PIC 1;
- What will be shown/discussed at PIC 2; and,
- Points of contact from the City of Vaughan and the consultant throughout the study.

**Appendix B** provides copies of these notification materials.

## **Attendance**

Attendees at the PIC included residents and stakeholders. Each attendee was asked to sign in on the provided sign-in sheet, with some attendees opting not to provide their contact information. Those who did sign in were asked if they would like to be included on the project mailing list to be provided with updates throughout the project via emails and mail outs. All attendees that responded were either added to the project mailing list or agency contact list, as appropriate. In all, approximately 20 individuals attended the event.

## **Comments and Questions Received**

All attendees were encouraged to provide comments/questions on a Comment Form. In total, two comment forms were received during the PIC and are included in **Appendix C**. Below are the general comments received from the comment forms and from conversations staff had in discussion with attendees:

- Traffic lights at Huntington/Rutherford should be implemented as soon as possible, as it is very difficult to cross Rutherford Road in the north-south direction. Huntington/Rutherford has significant traffic and has been identified as a dangerous intersection—it is currently stop sign controlled.
- One exit road (Barons Street) is not sufficient from the Block 61 West area onto Major Mackenzie Drive. A second access road would greatly help to reduce congestion.
- A north-south link south of Barons Street between Major Mackenzie and McGillivray would greatly help to access Rutherford Road.
- Is there any plan to have a GO train station in Kleinburg in the near future?
- How will the City compensate an owner who has a septic tank along Huntington Road (between Major Mackenzie and Nashville), if property is to be taken?
- Concern with water flow and flooding on property, particularly coming from a wall on the CPR lands that forces the water east.
- Support for a future road that connects Huntington Road and Major Mackenzie Drive, north of the Highway 427 interchange.

These comments were discussed and addressed with the attendees directly at the PIC, including the comments recorded on the Comment Forms. Many of the comments were already addressed through the study (i.e. traffic signals, connections) and discussion with property owners continued following the PIC.

# **Appendix A**

## **Display Panels**

# ***WELCOME***

## **Municipal Class Environmental Assessment**

**Huntington Road from Langstaff Road to McGillivray Road  
(Part A) & Major Mackenzie Drive to Nashville Road (Part B)**

**Public Information Centre No. 2  
Wednesday June 29, 2016, 5:00 p.m. to 8:00 p.m.**

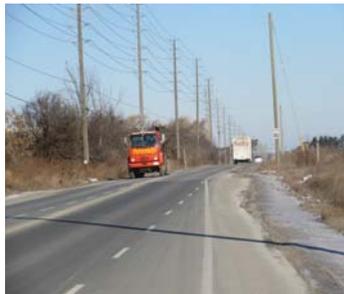
**Kleinburg Library, Meeting Room**



## WHY IS THE CITY UNDERTAKING THIS STUDY?

The **City of Vaughan** has initiated a Class Environmental Assessment (EA) Study for road improvements along **Huntington Road** to:

- Support planned **population and employment growth**
- Accommodate the projected **increase in traffic**
- Encourage more **sustainable modes of transportation**
- Support **local and Regional policies**



*(The City) recommends the need to add capacity to Huntington Road "to meet the travel demands of a major new employment area..."*

-Vaughan Transportation Master Plan

*The West Vaughan Employment Area (WVEA) Secondary Plan broadly identifies the need to develop a street network that is safe, efficient, and balances user needs including motorists, truck traffic, pedestrians and cyclists.*

-WVEA Secondary Plan

# WE ARE FOLLOWING THE SCHEDULE "C" MUNICIPAL CLASS EA

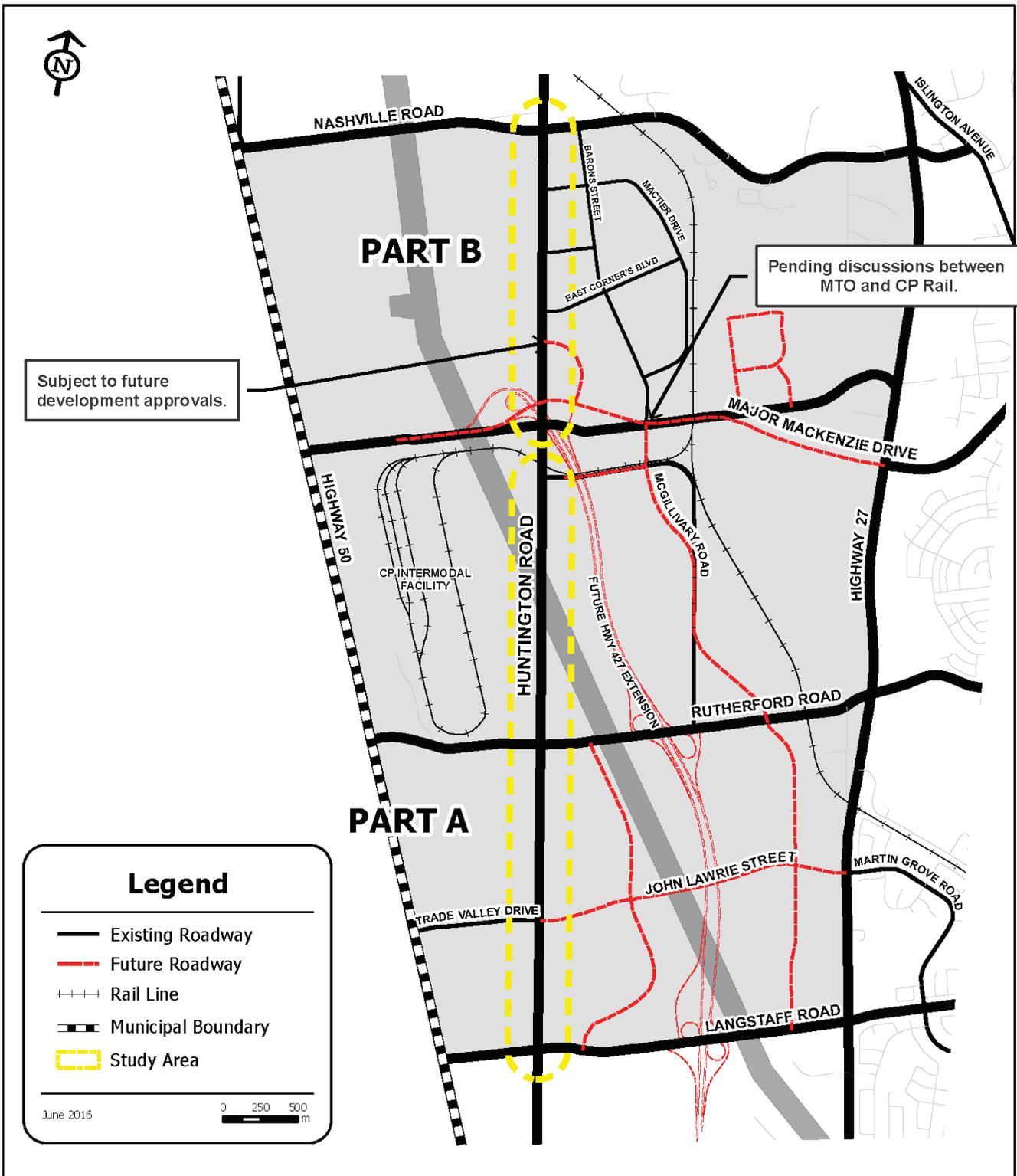
- **Five Phase planning process** under the *Municipal Engineers Association Municipal Class Environmental Assessment (EA) (2000 as amended in 2007 and 2011)*
- Requires all **reasonable alternatives** to be considered
- Aims to **reduce impacts** on the surrounding environment

Phase 1: Problem / Opportunity	Phase 2: Alternative Solutions	Phase 3: Alternative Designs	Phase 4: Environmental Study Report	Phase 5: Implementation
Description of the problem and/or opportunity to be addressed by the project	Feasible ways of solving the identified problem(s) or addressing the opportunity(ies), from which a preferred solution is selected ( <i>in other words, how can the problem be addressed?</i> )	Alternative ways of designing or carrying out the preferred solution ( <i>in other words, what will the solution to address the problem look like?</i> )	Documents the planning and decision-making process, and identifies the measures proposed to avoid or minimize environmental effects	Includes construction of the undertaking and a monitoring program to ensure that environmental commitments are fulfilled

PIC No. 1  
(Nov 25, 2014)

PIC No. 2 –  
We are here!  
June 2016

Est. Fall 2016



**The study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road.**

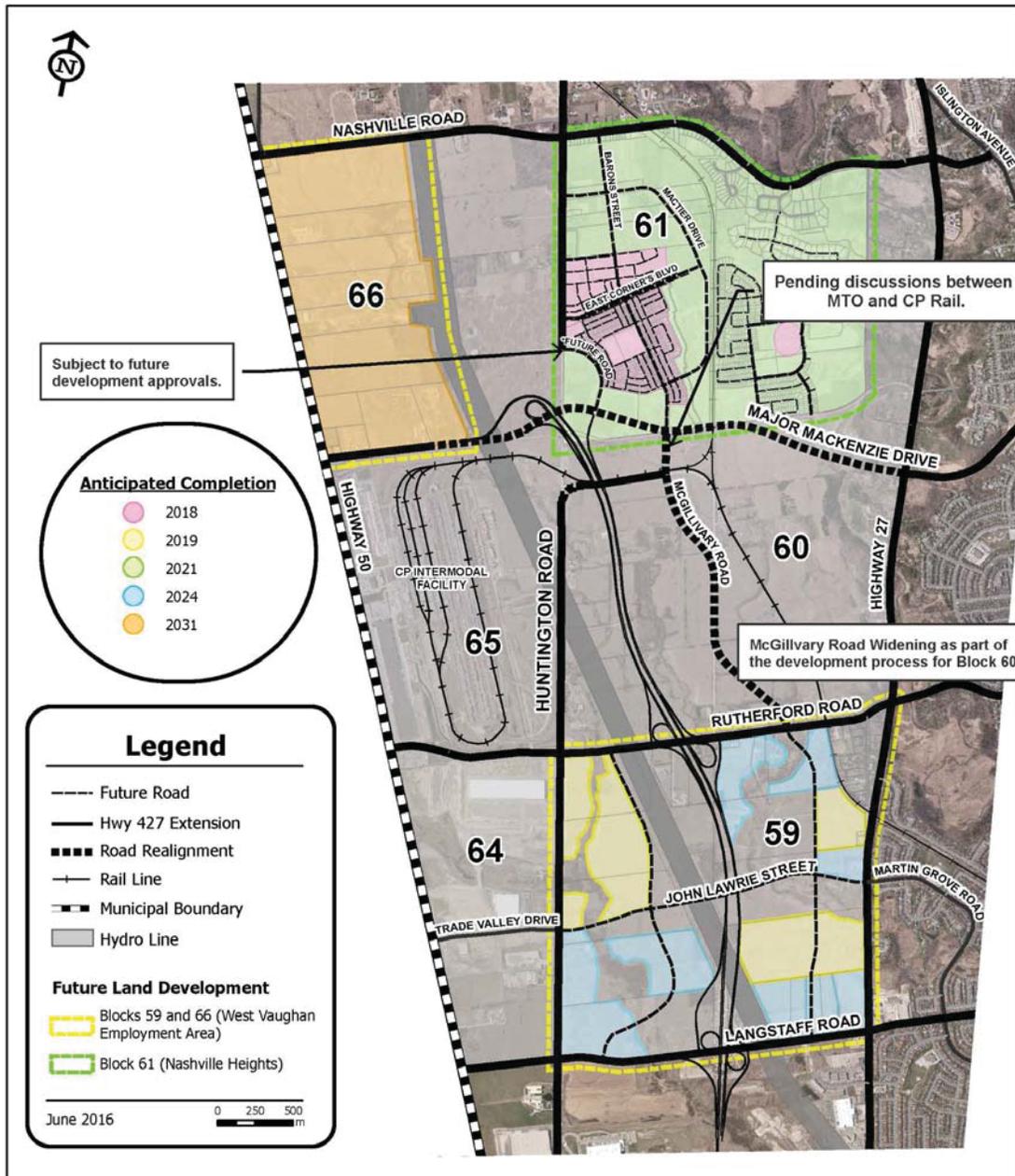
***(PART A): Huntington Road from Langstaff Road to McGillivray Road***

- 2-lane rural road extending from Langstaff Road to McGillivray Road (Approx 3.8 km)
- Corridor "split" to accommodate future Highway 427 interchange at Major Mackenzie Drive
- Identified in Transportation Master Plan as a Major Collector Road requiring 4 lanes and a 26m ROW
- Located adjacent to CP Intermodal Facility

***(PART B): Huntington Road from Major Mackenzie Drive to Nashville Road***

- 2-lane rural road extending from Major Mackenzie Drive to Nashville Road (Approx 1.8 km)

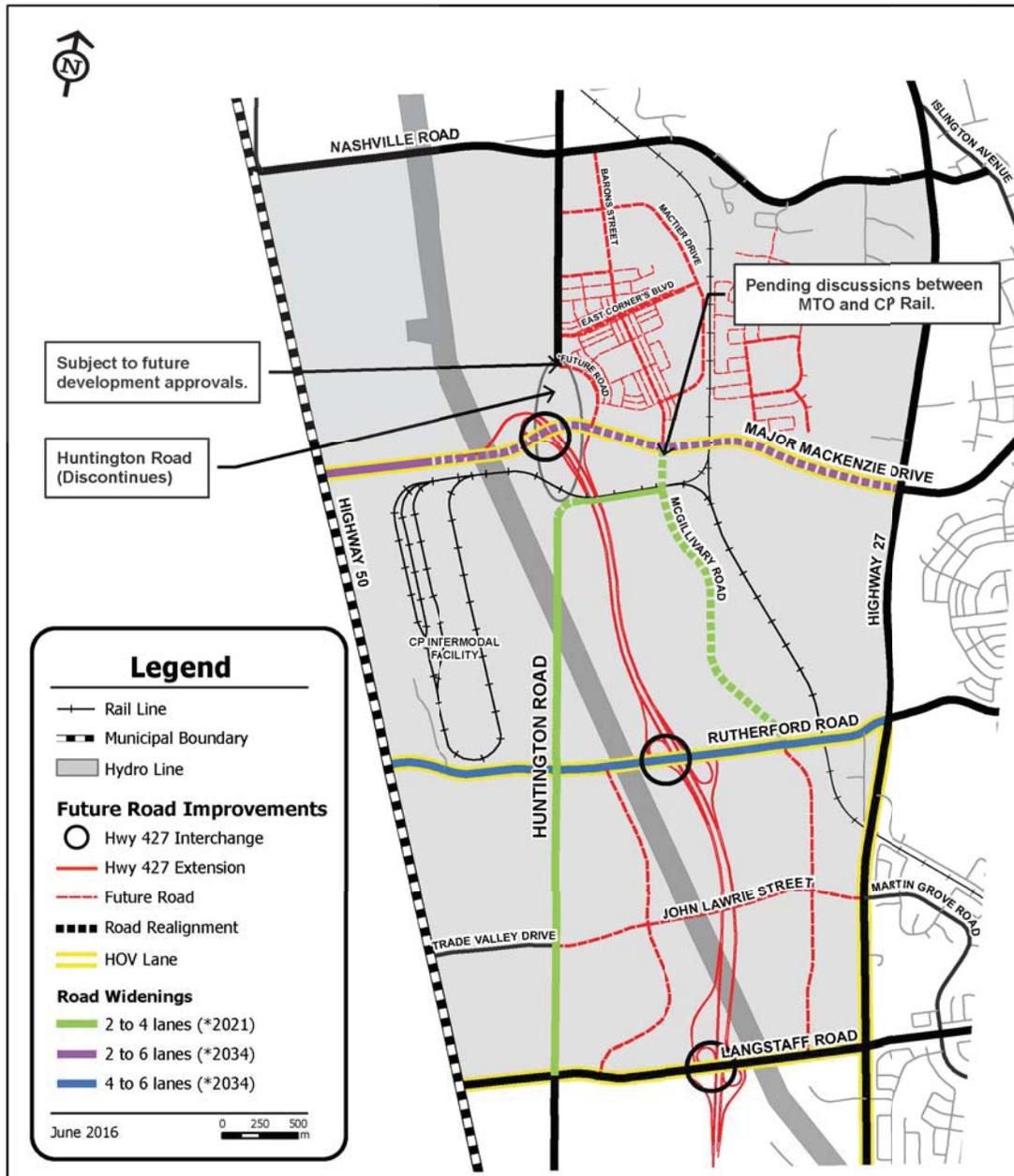
# PLANNED AND FUTURE DEVELOPMENTS



The Huntington Road EA Study recognizes several planned developments

- **West Vaughan Employment Area** (Blocks 59 and 66)
  - Commercial and Industrial developments as soon as 2016
- **Nashville Heights** residential subdivision (Block 61 West)
  - Phase 1 – approx. 650 new homes
  - Phase 2 – approx. 380 homes (located north of the TransCanada Pipeline)

# PLANNED AND FUTURE ROAD IMPROVEMENTS



The Huntington Road EA Study recognizes several planned road improvements:

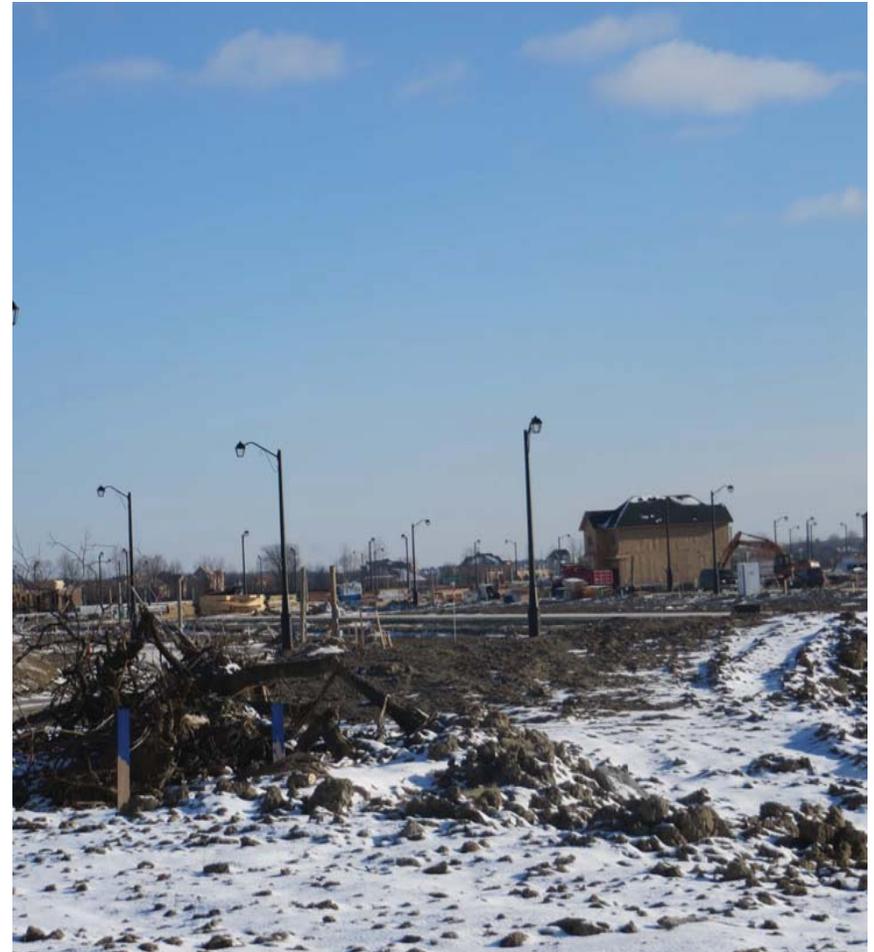
- **Extension of Highway 427** north of Highway 7 will result in the discontinuation of Huntington Road at Major Mackenzie Drive, where MTO has planned a terminus. Construction is expected to start in early 2017.
- **Major Mackenzie Drive** will be widened to six lanes (including HOV lanes), and realigned to accommodate the Highway 427 extension.
- **McGillivray Road** will be widened to four lanes and slightly realigned, subject to development process for Block 60.
- **John Lawrie Street** (formerly known as Street "A") is planned for the southern portion of the West Vaughan Employment Area (Block 59) to provide access to new industrial developments.
- **Local Road Network** that forms the Nashville Heights subdivision (Block 61 West).

# STUDY PROBLEM STATEMENT

The **Problem Statement** identifies the **need and justification** for the overall project while establishing the scope of the study:

*Ongoing and planned development in the vicinity of the study area requires the need to provide additional capacity along Huntington Road in order to alleviate future congestion.*

*In addressing the planned population and employment growth and shift to a more urban landscape, changes to the road and corresponding infrastructure is needed to provide access to adjacent development lands while supporting a variety of transportation functions and uses, including transit and active transportation (cyclists and pedestrians).*



# SUMMARY OF ALTERNATIVES AND RECOMMENDED SOLUTIONS

## **Alternative 1:**

### **Do Nothing**

Assumes no improvements other than regular maintenance

## **Alternative 2: Travel**

### **Demand Management (TDM)**

Expanding transportation options to reduce vehicular trips and miles traveled and increasing vehicle occupancy

## **Alternative 3:**

### **Improve Other Parallel Roadways**

Undertake improvements to parallel roadways to reduce traffic on Huntington Road

## **Alternative 4:**

### **Roadway Capacity and Operational Improvements**

Enhance the traffic capacity of Huntington Road by adding travel / turning lanes, and making geometric and signal timing improvements

## **Alternative 5: Urbanize Cross-Section**

Undertake improvements such as providing curbs, gutters, catch basins and an enclosed drainage system

Based on the evaluation of the alternative solutions, and in consultation with local residents and stakeholders, the recommended solution for Huntington Road is a combination of:

- **Travel demand management** initiatives
- **Roadway capacity** and **operational improvements**
- **Urbanization of the roadway corridor**

*In the Municipal Class EA process, **Alternative Solutions** identify potential ways to address the transportation problem*

## **PIC NO.1 SUMMARY**

### **What comments did we hear from PIC No. 1?**

- Truck traffic should remain on major streets
- Huntington Road is currently in very poor condition – lots of gravel
- Residents from Nashville Heights require:
  - A temporary connection while Major Mackenzie Drive is under construction
  - A north-south connection into and out of the residential development



# ALTERNATIVE DESIGNS – PART A

*In the Municipal Class EA process, **Alternative Designs** identify what the solution to address the transportation problem could look like*

A short description of the four Alternative Designs for Part A are shown below. The cross sections show the road facing north.



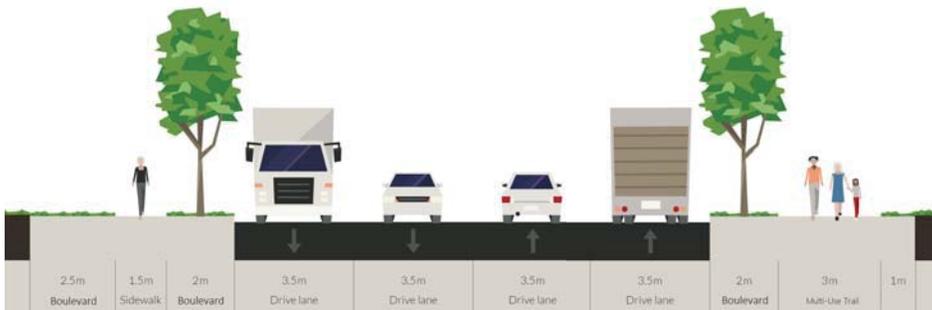
## Alternative 1: Do Nothing

- No additional lanes or pedestrian and cycling facilities
- Rural road with paved lane, narrow gravel shoulders, and no curbs
- North of Rutherford Road, Huntington Road becomes 3.25m gravel lanes with a 0.5m gravel shoulder



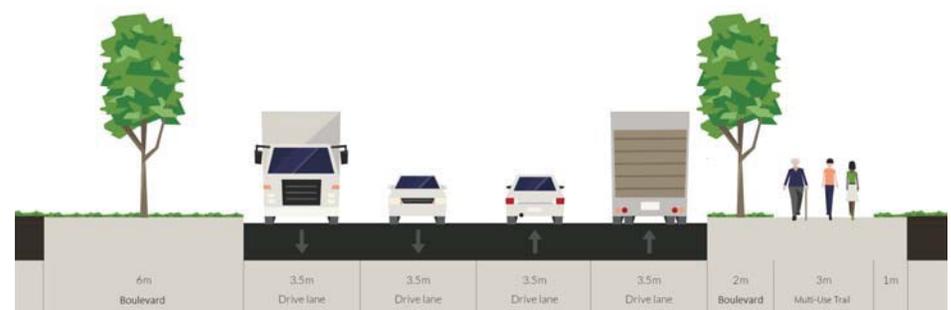
## Alternative 2: Two-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- No additional lanes, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 3: Four-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 4: Four-Lane Urban Roadway with Multi-Use Trail

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, grass and trees boulevard added on each side

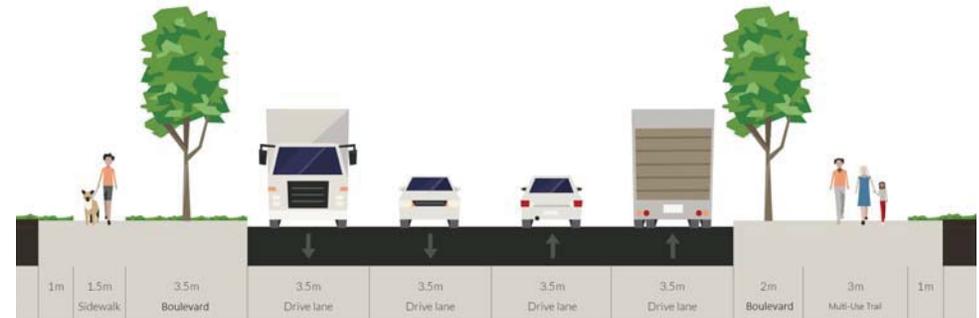
# ALTERNATIVE DESIGNS – PART B

A short description of the four Alternative Designs for Part B are shown below. The cross sections show the road facing north.



## Alternative 1: Do Nothing

- No additional lanes or pedestrian and cycling facilities
- Rural road with paved lane, narrow gravel shoulders, and no curbs



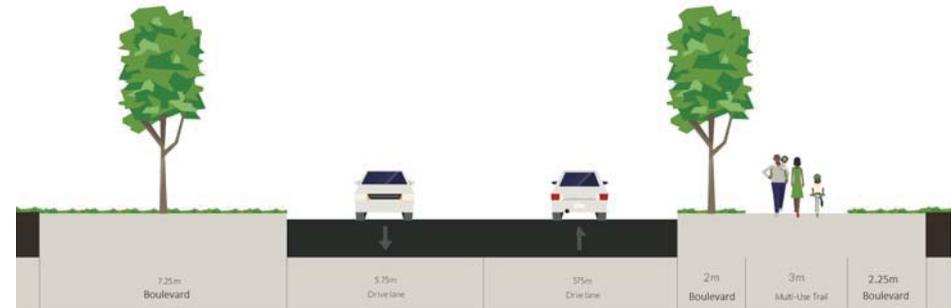
## Alternative 2: Four-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 3: Two-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- No additional lanes on Huntington Road, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 4: Two-Lane Urban Roadway with Multi-Use Trail

- No additional lanes on Huntington Road, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, grass and trees boulevard added on each side

# CRITERIA TO EVALUATE ALTERNATIVE DESIGNS

## Transportation System

### Mobility & Accessibility

Potential to support 2031 traffic demand

### Safety

Ability to improve travel safety

### Active Transportation

Potential to improve cycling, walking, and streetscaping

### Roadway Design

Ability to meet City of Vaughan road design standards

## Transportation System

### Freight Traffic

Ability to meet capacity and design requirements

### Phasing & Implementation

Disruptions to existing travel

### Transit

Ability to support and accommodate transit

## Utilities

Impacts on utilities resulting from alignment

## Natural Heritage

**Aquatic** Potential to alter watercourses, fish and fish habitat, and channel stability

**Terrestrial** Impacts on surrounding vegetation and terrain, wildlife and habitat

### Groundwater

Impact on water supply and groundwater quality

### Stormwater

Impacts to stormwater

## Social Environ.

**Archaeology** Impacts on arch. resources

### Cultural Heritage

Impacts on cultural heritage resources

### Land Use

Supports existing and future development

### Noise/Vibration

Noise impacts on adjacent areas

### Air Quality

Impact on AQ/ emissions

### Property

Potential need for property acquisition

### Construction

Related effects

## Economic

### Economic Development

Impacts on existing business operations and support for economic growth

### Capital Costs

Potential capital costs for implementation

### Operation & Maintenance Costs

Potential cost of operating and maintaining improvements

# EVALUATION FOR PART A

Alternative	Transportation System	Natural Heritage	Social Environment	Utilities	Economic	Recommended?
1 – Do Nothing						
2 – Two-lane Urban Roadway with Multi-use Trail and Sidewalk						
3 – Four-lane Urban Roadway with Multi-use Trail and Sidewalk						 Langstaff to Rutherford
4 – Four-lane Urban Roadway with Multi-use Trail						 Rutherford to McGillivray



Good ←-----→ Poor

# EVALUATION FOR PART B

Alternative	Transportation System	Natural Heritage	Social Environment	Utilities	Economic	Recommended?
1 – Do Nothing						
2 – Four-lane Urban Roadway with Multi-use Trail and Sidewalk						
3 – Two-lane Urban Roadway with Multi-use Trail and Sidewalk						
4 – Two-lane Urban Roadway with Multi-use Trail						

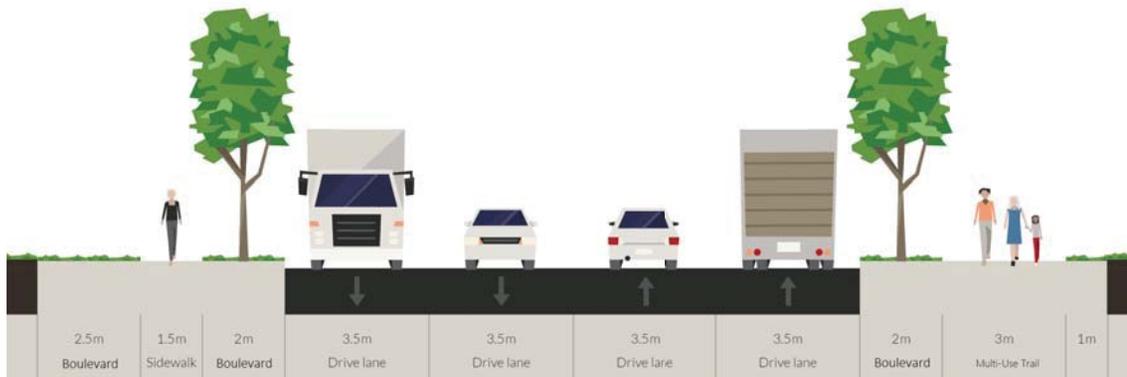


Good ←-----→ Poor

# PREFERRED ALTERNATIVE DESIGNS – PART A

Based on the evaluation of the alternative designs, the following were selected as the recommended alternative design for Part A:

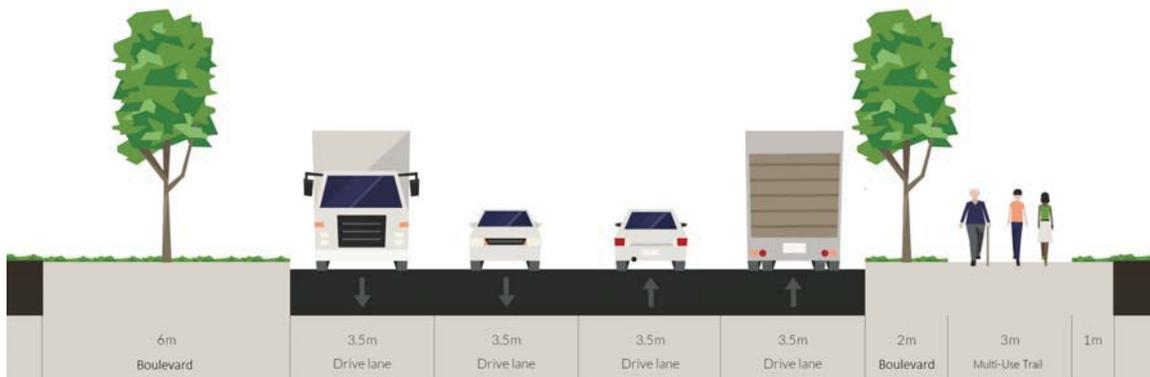
## Langstaff to Rutherford, Alternative 3:



### Highlights:

- Four lanes to accommodate projected future traffic
- Urbanized roadway to facilitate increase traffic volume and freight traffic
- 3-metre multi-use trail on the east to support sustainable modes of transportation
- Sidewalk on the west to support potential future development

## Rutherford to McGillivray, Alternative 4:



### Highlights:

- Four lanes to accommodate projected future traffic
- Urbanized roadway to facilitate increase traffic volume and freight traffic
- 3-metre multi-use trail on the east to support sustainable modes of transportation
- Sidewalk not needed as CP lands currently exist on the west side

## **PREFERRED ALTERNATIVE DESIGNS – PART B**

Based on the evaluation of the alternative designs, the following was selected as the recommended alternative design for Part B:

**Part B (Major Mackenzie to Nashville), Alternative 4:**



### **Highlights:**

- Only two lanes needed to adequately accommodate future traffic demand
- Urbanized roadway
- 3-metre multi-use trail on the east side to support residential subdivision and encourage sustainable modes of transportation
- West side will be further refined in detailed design pending future development

## **POTENTIAL IMPACTS OF THE ALTERNATIVE DESIGNS**

All the alternative designs will be constructed within a 26 metre right of way, resulting in similar impacts:

- **Natural Heritage:** Some impacts anticipated at creek crossings, regarding culverts, wildlife crossings and impacts to adjacent streams that may be impacted due to road widening.
  - Culverts / crossings to be designed in accordance with TRCA standards.
  - Stream realignment to occur just north of Rutherford Road (in process of acquiring TRCA approval).
- **Socio-economic impacts:** Property acquisition required along both sections of the roadway.
- **Archaeological impacts:** Potential impact to the Nashville Cemetery **will be avoided** as a result of shifting the alignment slightly west.

## **PROPERTY REQUIREMENTS AND PROCESS**

Due to the widening and urbanization of Huntington Road, the undertaking will require the acquisition of property adjacent to the roadway. The approximate property requirements are shown on the design panels.

The City will follow the steps below when the design is finalized:

1. Determine the property acquisition needs due to road widening/urbanizing.
2. The City will contact property owners and arrange meetings to discuss the property requirements.
3. The City will assess the value of the land to be acquired, and property owners will be fairly compensated.

## **NEXT STEPS**

Following this Public Information Centre, the Project Team will:

- Review and address the comments submitted by the public, local and regional agencies
- Confirm the recommended Alternative Design(s)
- Meet with technical agencies and specific stakeholders as needed
- Complete Phase 4 – Develop an Environmental Study Report (ESR)

***A Notice of Completion of ESR** will be issued to the public and stakeholders when the ESR is available and published for public and agency review.*

## **THANK YOU FOR ATTENDING THIS EVENT!**

Please provide your comments pertaining to the material presented here tonight by **completing a comment sheet** and depositing it in the provided comment drop-box. Alternatively, please email, mail, or fax your comment sheet by **Friday, July 29, 2016**.

If you have any questions or comments after tonight's meeting, please contact:

**Mani Shahrokni, P. Eng.  
City Project Manager**

The Corporation of the City of Vaughan  
2141 Major Mackenzie Dr. West,  
Vaughan, ON L6A 1T1  
Telephone: (905) 832-8585, ext. 8163  
Email: [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**Khaled El-Dalati, P.Eng.  
Consultant Project Manager**

Parsons  
625 Cochrane Drive, Suite 500,  
Markham, Ontario L3R 9R9  
Telephone: (905) 943-0505  
Email: [khaled.eldalati@parsons.com](mailto:khaled.eldalati@parsons.com)

We appreciate your time and interest in this study and thank you for attending this Public Information Centre.

**Appendix B**  
Notification of Public  
Information Centre No. 2

# NOTICE OF PUBLIC INFORMATION CENTRE #2 ENVIRONMENTAL ASSESSMENT STUDY

## Huntington Road From Langstaff Road to McGillivray Road (Part A) and From Major Mackenzie Drive to Nashville Road (Part B)

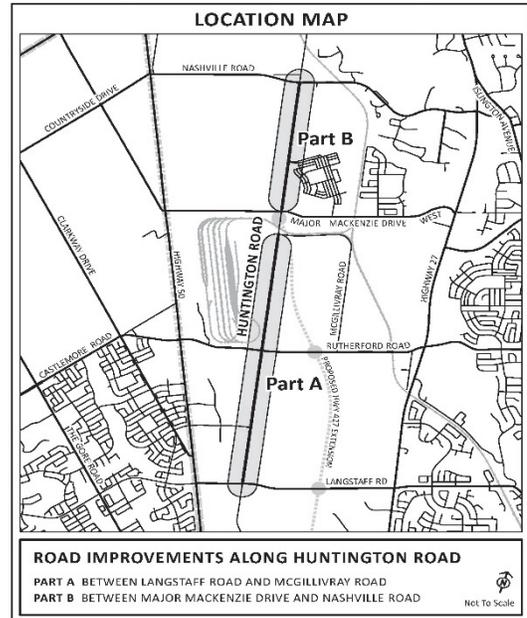
### STUDY BACKGROUND

The City of Vaughan is completing a Schedule 'C' Municipal Class Environmental Assessment (EA) study for road improvements along Huntington Road to accommodate population and employment growth in western Vaughan. The proposed road improvements are consistent with objectives outlined in the Vaughan Transportation Master Plan (2013).

The Class EA study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road:

- **Part A** - between Langstaff Road and McGillivray Road;
- **Part B** - between Major Mackenzie Drive and Nashville Road.

The separation of the study area and the termination of Huntington Road at McGillivray Road are the result of the planned extension of Highway 427 that will pass through Huntington Road and include a new interchange at Major Mackenzie Drive.



### STUDY PROCESS

The Class EA process includes public and review agency consultation, evaluation of alternatives, assessment of impacts of the proposed improvements and identification of measures to mitigate any adverse impacts. Upon completion of the study, an Environmental Study Report will be filed for public record.

### PUBLIC CONSULTATION – YOU ARE INVITED

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.

The first Public Information Centre (PIC) was held on November 25, 2014, where the project team introduced the study, provided background information on studies related to the undertaking, presented the preliminary problem statement and established a stakeholder contact list for future consultation.

Based on feedback from the first PIC, the project team has identified and evaluated alternative designs for both sections of the study area and has recommended the following preliminarily road improvements:

- **Part A:** Widen Huntington Road from two to four lanes, including a multi-use path to accommodate cycling and walking
- **Part B:** Maintain two lanes of traffic and urbanize the roadway while providing a multi-use path

**You are invited to attend the second and final PIC, where the preliminary recommended design concepts and supporting information will be available for review.**

The PIC will be held as a drop-in session that will provide the opportunity to review display boards and converse with City staff and members of the consultant team. Details of this event are as follows:

<b>Date:</b>	<b>Wednesday June 29<sup>th</sup>, 2016</b>
<b>Time:</b>	<b>5:00 p.m. to 8:00 p.m.</b>
<b>Location:</b>	<b>Kleinburg Library, Meeting Room, 10341 Islington Avenue, Vaughan L0J 1C0</b>

*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.*



## CONTACTS

If you have any questions or comments about this study, or would like to be added to the study's mailing list, please contact:

**Khaled El-Dalati, P.Eng.**  
**Consultant Project Manager**  
Parsons  
625 Cochrane Drive, Suite 500  
Markham, ON L3R 9R9  
P: 905-943-0505  
F: 905-470-7590  
E: [khaled.eldalati@parsons.com](mailto:khaled.eldalati@parsons.com)

**Mr. Mani Shahrokni, P.Eng., PMP**  
**City Project Manager**  
City of Vaughan - Development Engineering and  
Infrastructure Planning  
2141 Major Mackenzie Drive West  
Vaughan, ON L6A 1T1  
P: 905-832-8585 x8163  
E: [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**ANDREW PEACE**, Director, Development Engineering and Infrastructure Planning

*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.*

This notice first issued June 16, 2016



June 16<sup>th</sup>, 2016

Dear Sir/Madame:

**RE: Notice of Public Information Centre No. 2 - Huntington Road (Part A) from Langstaff Road to McGillivray Road and (Part B) from Major Mackenzie Drive to Nashville Road**

We are pleased to advise you that the City of Vaughan is moving forward with the second Public Information Centre (PIC) for the Huntington Road Municipal Class EA. The PIC will be held on:

- **Date:** Wednesday, June 29<sup>th</sup>, 2016
- **Time:** 5:00 p.m. to 8:00 p.m.
- **Location:** Kleinburg Library, Meeting Room (10341 Islington Avenue, Vaughan, L0J 1C0)

For full details, refer to the attached Notice.

The Huntington Road Class EA is proceeding under a Schedule “C” Municipal Class Environmental Assessment (EA) Study and examines two sections of Huntington Road, as a result of the extension of Highway 427:

- “Part A” – between Langstaff Road and McGillivray Road; and
- “Part B” – between Major Mackenzie Drive and Nashville Road.

Earlier in our study, we determined that a combination of travel demand management (TDM) initiatives, road widening and operational improvements, and urbanization of the corridor would be suitable solutions for the study area to accommodate population and employment growth in western Vaughan. In this second PIC, the City will present its preliminary preferred design for the Huntington Road study area, which includes widening of Part A, urbanizing both corridors, several operational and traffic improvements, and a multi-use trail that runs on the east.

We encourage you to attend the second PIC to review the preliminary preferred design for Parts A and B and to learn more about the proposed improvements to Huntington Road. Staff will also be present to answer questions concerning the study.

If you have any additional questions or comments about the study, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mani Shahrokni', written over a light blue horizontal line.

Mani Shahrokni, P. Eng., PMP  
Transportation Engineer, Development/Transportation Engineering

Phone: (905) 832-8585 ext. 8163  
E-mail: [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

Sent to technical agencies and other key stakeholders

**From:** [Chan, Salina](#)  
**To:** [Chan, Salina](#)  
**Cc:** [Shahrokni, Mani](#)  
**Subject:** Huntington Road PIC No. 2  
**Date:** Thursday, June 23, 2016 9:59:14 AM  
**Attachments:** [FINAL PIC 2 Letter.pdf](#)  
[FINAL Huntington Rd EA PIC2.docx](#)

---

Dear Sir / Madam:

The City of Vaughan is hosting its second Public Information Centre (PIC) for the Huntington Road Class EA Study from Langstaff Road to McGillivray (Part A) and from Major Mackenzie Drive to Nashville Road (Part B). The study is being completed to address future traffic demand and improvements required along the corridor.

We have identified your department/agency/group as having potential interest in the Study and therefore would like to provide a formal notification of the PIC.

The PIC has been scheduled as follows:

**Date:** **Wednesday, June 29<sup>th</sup>, 2016**  
**Time:** **5:00 PM to 8:00 PM**  
**Location:** **Kleinburg Library, Meeting Room**  
**10341 Islington Avenue, Vaughan, L0J**  
**1C0**

The purpose of this PIC will be to present the preliminary preferred design and the alternative designs solutions for the corridor. Please see the attached letter and notification for more details.

Sincerely,

Salina Chan  
Environmental Assessment Planner  
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9  
salina.chan@parsons.com - P: 905.943.0516

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# **Appendix C**

## **Comment Forms**

**City of Vaughan**

Municipal Class Environmental Assessment - Huntington Road from Langstaff Road to McGillivray Road (Part A) & Major Mackenzie Drive to Nashville Road (Part B)

**Public Information Centre No. 2**

June 29, 2016, 5:00 – 8:00pm

**Comment Form**

**Thank you for attending this event – we appreciate your input!** Please provide additional comments about the materials presented today and drop this form into the box provided, or mail, e-mail or fax by July 29, 2016 to:

**Mani Shahrokni, P. Eng.**

Project Manager  
The Corporation of the City of Vaughan  
2141 Major Mackenzie Dr. West,  
Vaughan, ON L6A 1T1  
Telephone: (905) 832-8585, ext. 8163  
Email: mani.shahrokni@vaughan.ca

**Khaled El-Dalati, P.Eng.**

Project Manager  
Parsons  
625 Cochrane Drive, Suite 500,  
Markham, Ontario L3R 9R9  
Telephone: (905) 943-0505  
Email: khaled.eldalati@parsons.com

Please check here if a response is NOT required.

1. What are some specific issues you have concerning the Huntington Road Environmental Assessment?

- concerned with WATER flow
coming from across the street
from CPR to OUR LANDS.
- CPR built a WALL (over 20 feet?)
along Huntington forcing all
water to east side of street

**City of Vaughan**

Municipal Class Environmental Assessment - Huntington Road from Langstaff Road to  
McGillivray Road (Part A) & Major Mackenzie Drive to Nashville Road (Part B)

**Public Information Centre No. 2**

June 29, 2016, 5:00 – 8:00pm

**Comment Form**

2. Are there any additional questions or comments that you have about the materials that you viewed today?


*Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.*

I do not wish have my personal information become part of the public record.

**PLEASE PRINT****NAME:** \_\_\_\_\_**STREET:** \_\_\_\_\_**CITY, PO:** \_\_\_\_\_**EMAIL:** \_\_\_\_\_

**City of Vaughan**

Municipal Class Environmental Assessment - Huntington Road from Langstaff Road to  
McGillivray Road (Part A) & Major Mackenzie Drive to Nashville Road (Part B)

**Public Information Centre No. 2**

June 29, 2016, 5:00 – 8:00pm

**Comment Form**

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**Mani Shahrokni, P. Eng.**

Project Manager  
The Corporation of the City of Vaughan  
2141 Major Mackenzie Dr. West,  
Vaughan, ON L6A 1T1  
Telephone: (905) 832-8585, ext. 8163  
Email: mani.shahrokni@vaughan.ca

**Khaled El-Dalati, P.Eng.**

Project Manager  
Parsons  
625 Cochrane Drive, Suite 500,  
Markham, Ontario L3R 9R9  
Telephone: (905) 943-0505  
Email: khaled.eldalati@parsons.com

Please check here if a response is NOT required.

1. What are some specific issues you have concerning the Huntington Road Environmental Assessment?


**City of Vaughan**

Municipal Class Environmental Assessment - Huntington Road from Langstaff Road to McGillivray Road (Part A) & Major Mackenzie Drive to Nashville Road (Part B)

**Public Information Centre No. 2**

June 29, 2016, 5:00 – 8:00pm

**Comment Form**

2. Are there any additional questions or comments that you have about the materials that you viewed today?

1) There is a immediate requirement for a traffic signal at Huntington Road & Luther Ford. Right now this intersection has a STOP sign. As there is too much traffic and identified as a danger intersection. So traffic signal is required.
2) I support the "future road" that connects Huntington Road & Major Mackenzie near Hwy 427 Interchange

*Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.*

I do not wish have my personal information become part of the public record.

**PLEASE PRINT**

**NAME:** \_\_\_\_\_

**STREET ADDRESS:** \_\_\_\_\_

**CITY, PROVINCE, POSTAL CODE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

# Correspondence with Technical Agencies

November 26, 2014

File No.: EA01-06-05

Mani Shahrokni  
Project Manager  
The Corporation of the City of Vaughan  
2141 Major Mackenzie Drive West  
Vaughan, ON L6A 1T1

RE: Huntington Road from Langstaff Road to McGillivray Road (Part A) and  
Major Mackenzie to Nashville Road (Part B)  
City of Vaughan  
Class Environmental Assessment  
Response to Notice of Commencement

Dear Mr. Shahrokni,

This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that the City of Vaughan has indicated that its study is following the approved environmental planning process for a Schedule 'C' project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water
- Groundwater
- Air Quality, Dust and Noise
- Servicing and Facilities
- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- Aboriginal Consultation

We are providing the following general comments to assist your team in effectively addressing these areas of interest:

### **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The Environmental Study Report (ESR) should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. Our records confirm that the following sensitive environmental features are located within or adjacent to the study area:
  - Watercourses
  - Woodlots

We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features.

### **Surface Water**

- The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's *Stormwater Management Planning and Design Manual (2003)* should be referenced in the ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.

### **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. In particular, a Permit to Take Water (PTTW) under the *Ontario Water*

*Resources Act* will be required for any water takings that exceed 50,000 litres per day.

### **Air Quality, Dust and Noise**

- Any potential air quality impacts should be assessed and used in the evaluation of alternatives for the proposed project. Appropriate mitigation measures of any potential effects should be identified.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

### **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – *Land Use Compatibility* to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

### **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, *Records of Site Condition*, which details the new requirements related to site assessment and clean up. We recommend contacting the ministry's York Durham District Office in Ajax for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the *Environmental Protection Act* may be required for land uses on former disposal sites.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

### **Mitigation and Monitoring**

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the ESR.

### **Planning and Policy**

- Parts of the study area are subject to the *Growth Plan for the Greater Golden Horseshoe*. The ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.
- The Provincial Policy Statement contains policies that protect Ontario's natural heritage and water resources, including designated vulnerable areas mapped in source water protection assessment reports under the *Clean Water Act*. Applicable policies should be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: [http://www.conservation-ontario.on.ca/source\\_protection/otherswpreionsindex.htm](http://www.conservation-ontario.on.ca/source_protection/otherswpreionsindex.htm).

### **Class EA Process**

- The ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File.
- Please include in the ESR a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Environmental Compliance Approvals, approval under the *Canadian Environmental Assessment Act* (CEAA), and conservation authority permits.
- Please note that ministry guidelines and other information related to the issues noted above

are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy> under the publications link. We encourage you to review all the available guides and to reference any relevant information in the ESR.

### **Aboriginal Consultation**

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.
- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.
- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.
- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.
- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Thank you for the opportunity to comment on this project. A draft copy of the ESR should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and ESR when completed. Should your team have any questions regarding the above, please contact me at 416-326-3469.

Yours sincerely,



Nisha Shirali

Environmental Resource Planner and EA Coordinator  
Air, Pesticides and Environmental Planning

- c. D. Fumerton, Manager, York Durham District Office, MOECC  
Central Region EA File  
A & P File

**Ministry of the Environment and  
Climate Change**

Central Region  
Technical Support Section

5775 Yonge Street, 8<sup>th</sup> Floor  
North York, Ontario M2M 4J1

Tel.: (416) 326-6700  
Fax: (416) 325-6345

**Ministère de l'Environnement et de l'Action  
en matière de changement climatique**

Région du Centre  
Section d'appui technique

5775, rue Yonge, 8<sup>ième</sup> étage  
North York, Ontario M2M 4J1

Tél. : (416) 326-6700  
Télec. : (416) 325-6347



April 10, 2017

File No.: EA 01-06-05

Mani Shahrokni (BY EMAIL ONLY)  
Project Manager  
The Corporation of the City of Vaughan  
2141 Major Mackenzie Drive West  
Vaughan, ON L6A 1T1

**RE: Huntington Road from Langstaff Road to McGillivray Road (Part A) and  
Major Mackenzie to Nashville Road (Part B)  
City of Vaughan  
Municipal Class EA – Schedule C, Road  
Draft ESR  
Technical Support Section Comments**

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Dear Mani Shahrokni,

We have received the draft Environmental Study Report (ESR) for the above noted environmental assessment. Our understanding is that the preferred alternative for Part A from Langstaff Road to Rutherford Road is alternative 3: four-lane urban roadway with multi-use trail and sidewalk, and from Rutherford Road to McGillivray Road is alternative 4: four-lane urban roadway with multi-use trail. The preferred alternative for Part B is alternative 4: two-lane urban roadway with multi-use trail. We provide the following comments below for your consideration.

### **Land Use Planning Environment**

- Section 2 Existing Conditions should also include a description of the land-use planning environment, which includes a discussion of the plans and specific policies that apply to the project at the municipal, regional and provincial levels. This would include for example, Official Plans, completed Transportation Master Plans/Active Transportation Master Plans, the Provincial Policy Statement, any Provincial Plans (e.g. Greenbelt, Growth Plan for Greater Golden Horseshoe, etc.). The ESR should demonstrate how the proposed study is consistent with the relevant policies.

## **Air Quality**

- While a formal Air Quality Impact Assessment was not conducted as part of the EA for this project, the report should still include a qualitative discussion of the existing air quality conditions in the area (section 2 Existing Conditions).
- The report should include a discussion on the potential air quality impacts to current and future sensitive receptors that could arise from this project during both construction and operation (section 6.2, and outline any mitigation measures that may be required (section 8).
- During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures, please refer to Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment Canada. March 2005. <http://www.bieapfrempp.org/Toolbox%20pdfs/EC%20-20Final%20Code%20of%20Practice%20-%20Construction%20%20Demolition.pdf>

## **Excess Soil Management/Contaminated Soil**

- Section 2.4 of the report states that a limited soil investigation is recommended for Part A and Part B, in order to evaluate the soil conditions on the property prior to excavation activities, within the APECs. There is no further discussion in Section 6.2, 8 or 9 regarding soil management. Will this be completed? Please include a discussion on soil management, with consideration of the following:
  - Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. The ministry's York-Durham District Office should be contacted for further consultation if contaminated sites are present.
  - This project involves the management of excess soil. Accordingly, these activities should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>).

## **Source Water Protection**

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs),

Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. Given this requirement, please include a section in the ESR on source water protection. The proponent should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed, whether there were any source protection plan policies that applied, and if so, how they impacted the project, as well as identify mitigating measures to address any negative environmental impacts to those sources (considering natural, economic and social/cultural environmental impacts). The ministry notes that this project is partially located in a wellhead protection area. Proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php> to identify vulnerable areas. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area. For further information on the maps or source protection plan policies which may relate to their project, proponents should contact the Project Manager for Drinking Water Source Protection at the local source protection authority (i.e., conservation authority). For this project, the contact is Jennifer Stephens at the Toronto Region Conservation Authority.

## **Surface Water**

- The Drainage and Hydrology Report (drainage report) proposes to provide stormwater management (SWM) that can achieve enhanced level of quality control. The ministry supports this criterion. In sections 5.5 and 5.6 of the drainage report, several SWM techniques (bio-retention, gutter filters, catch basin controls, grassed swales and oil/grit separators) are discussed. It indicates the desired SWM quality control can be achieved by a combination of one or more of these measures. The drainage report does not specify exactly what combinations of SWM measures will be implemented and where to achieve enhanced level of quality control. These details should be provided at this stage of the EA process.

- The drainage report claims that well designed and operated swales can achieve enhanced level of quality control. Please note that the MOECC does not agree that grassed swales alone can achieve enhanced level of quality control.
- As a note, SWM controls for municipal roads require an Environmental Compliance Approval from the MOECC.

## **Consultation**

- The Record of Consultation should be a complete record of all activities associated with the planning of the project including copies of all correspondence from stakeholders including agencies, First Nations and the public. There appears to be correspondence missing from the Record of Consultation. Some examples include correspondence with MOECC (November 26, 2014 letter) and MNRF (the ESR mentions direct correspondence with MNRF). Please ensure the Record of Consultation is complete.
- Table 37 in section 7.5 of the ESR should include a summary of all comments received and how the project team responded to/incorporated them into the study. This table is not complete. For example, comments from MOECC or MNRF are not included. Comments/concerns from the landowner located at 9441 Huntington Rd. are not summarized (see PDF page 106-112 of the Record of Consultation). The main comment/concern from the Nashville Area Ratepayers Association is not summarized (see PDF page 113-120 of the Record of Consultation). Please ensure this table is complete.
- The Public Information Summary Reports in the Record of Consultation should also include a discussion on how the proponent responded to/incorporated comments received via writing or through discussion at the PICs.
- Please include a list of the specific First Nations communities that were contacted for this project in either the Agency Contact List in the Record of Consultation or in Section 7 of the ESR.
- It is noted that only Curve Lake First Nation responded to the proponent regarding this project. The MOECC advises that the proponent should follow up with the other First Nations communities following the issuance of the Notice of Completion to ensure that the communities received the notice, and are aware of the project and opportunity to provide comments.

## Other

- Please note that the Ministry of Natural Resources (MNR) is now the Ministry of Natural Resources and Forestry (MNRF). Please ensure this ministry is correctly referenced throughout the report.
- Please ensure the Agency Contact List found in the Record of Consultation contains the correct/new names of the following agencies:
  - Fisheries and Oceans Canada
  - Indigenous and Northern Affairs Canada
  - Ministry of Natural Resources and Forestry
  - Ministry of the Environment and Climate Change
  - Ministry of Tourism, Culture and Sport
  - Ministry of Municipal Affairs
- Are there any other permits/approvals potentially required by other agencies (e.g. MNRF species at risk or TRCA permits), that should be mentioned in section 9?
- Please include an anticipated project timeline in section 9.
- Please note that there are text formatting errors in the Record of Consultation (i.e. some letters have become squares).

### ***For Your Information – Part II Order Provisions***

As you are aware, the Notice of Completion is required to advise stakeholders of their right to request a Part II Order from the Minister of the Environment and Climate Change. The 2015 amendment to the MEA Class EA parent document (which can be found online at <http://www.municipalclassea.ca/>) outlines that the Notice of Completion should indicate that the Part II Order request should be sent to the Minister of the Environment and Climate Change, with a copy of the request forwarded to the proponent and the Environmental Approvals Branch Director. The correct addresses are as follows:

Minister of the Environment and Climate Change  
77 Wellesley Street West  
11<sup>th</sup> floor, Ferguson Block  
Toronto ON M7A 2T5

Ministry of the Environment and Climate Change  
Director, Environmental Approvals Branch  
135 St. Clair Avenue West, 1<sup>st</sup> floor  
Toronto ON M4V 1P5

Please ensure the Notice of Completion includes this information.

Thank you for the opportunity to comment on this project. Should you or any members of your project team have any questions, please feel free to contact me at [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca) or 416-326-3469. Thank you in advance for your response to this ministry's comments as posed herein.

Sincerely,

A handwritten signature in cursive script that reads "Emilee O'Leary".

Emilee O'Leary  
Regional Environmental Assessment Coordinator  
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC  
Celeste Dugas, Manager, York Durham District Office, MOECC  
Saad Syed, Project Team, Parsons

## **ABORIGINAL CONSULTATION INFORMATION**

### **Consultation with Interested Persons under the Ontario Environmental Assessment Act**

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

[http://sidait-atris.aadnc-aandc.gc.ca/atris\\_online/](http://sidait-atris.aadnc-aandc.gc.ca/atris_online/)

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

[www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities](http://www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities)

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

### **Rights-based consultation with First Nation and Métis Communities**

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

[www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario](http://www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario)

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to [EAASIBgen@ontario.ca](mailto:EAASIBgen@ontario.ca) or by mail or fax at the address provided below:

<b>Email:</b>	<a href="mailto:EAASIBgen@ontario.ca">EAASIBgen@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

### **Delegation of Procedural Aspects of Consultation**

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

[www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
  - summarize the nature of any comments and questions received from First Nation and/or Métis communities
  - describe your response to those comments and how their concerns were considered
  - include a communications log indicating the dates and times of all communications; and
  - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

### **Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights**

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the

following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
<p>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?</p> <p>The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</p>		
<p>2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?</p>		
<p>3. Is the project located in an open or forested area where hunting or trapping could take place?</p>		
<p>4. Does the project involve the clearing of forested land?</p>		
<p>5. Is the project located away from developed, urban areas?</p>		
<p>6. Is your project close to, or adjacent to, an existing reserve?</p> <p>Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.</p>		
<p>7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?</p>		
<p>8. Is the area subject to a land claim?</p> <p>Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</p>		
<p>9. Does the project have the potential to impact any archaeological sites?</p>		



October 24, 2017

Emilee O'Leary (via e-mail)  
Regional Environmental Assessment Coordinator  
Ministry of the Environment and Climate Change, Central Region  
5775 Yonge Street, 8F  
North York, ON M2M 4J1

**RE:       Huntington Road from Langstaff Road to McGillivray Road (Part A) and Major Mackenzie Drive to Nashville Road (Part B),  
          City of Vaughan  
          Municipal Class Environmental Assessment – Schedule 'C'  
          Draft ESR, Technical Support Section Comments**

Dear Emilee O'Leary,

Thank you for taking the time to review and provide comments on the Huntington Road Class EA draft package as per your letter on April 10, 2017. The draft submission package was sent to several key technical agencies on March 29, 2017 for review and included drafts of the ESR and accompanying sub-discipline reports. The project team has compiled a formal response below, indicating how MOECC's comments have been incorporated into the study.

**MOECC Comment #1: Land Use Planning Environment**

*Section 2 Existing Conditions should also include a description of the land-use planning environment, which includes a discussion of the plans and specific policies that apply to the project at the municipal, regional and provincial levels. This would include for example, Official Plans, completed Transportation Master Plans/Active Transportation Master Plans, the Provincial Policy Statement, any Provincial Plans (e.g. Greenbelt, Growth Plan for Greater Golden Horseshoe, etc.). The ESR should demonstrate how the proposed study is consistent with the relevant policies.*

**Proponent Response:** Section 2.3.3, discussing relevant provincial and regional planning policies, was added into the ESR. Other policies are discussed as well in the Land Use section (previously Section 2.3.3, not 2.3.4) and in the Active Transportation section (Section 2.2.4).

**MOECC Comment #2: Air Quality**

*While a formal Air Quality Impact Assessment was not conducted as part of the EA for this project, the report should still include a qualitative discussion of the existing air quality conditions in the area (section 2 Existing Conditions).*

*The report should include a discussion on the potential air quality impacts to current and future sensitive receptors that could arise from this project during both construction and operation (section 6.2, and outline any mitigation measures that may be required (section 8).*

*During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures, please refer to Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment Canada. March 2005.*



<http://www.bieapfremf.org/Toolbox%20pdfs/EC%20-20Final%20Code%20of%20Practice%20-%20Construction%20%20Demolition.pdf>

**Proponent Response:** Section 6.2.2.2, which qualitatively discusses the impacts to air quality, was added to the ESR report. Mitigation measures for air quality impacts was also included in Section 8.

**MOECC Comment #3: Excess Soil Management**

*Section 2.4 of the report states that a limited soil investigation is recommended for Part A and Part B, in order to evaluate the soil conditions on the property prior to excavation activities, within the APECs. There is no further discussion in Section 6.2, 8 or 9 regarding soil management. Will this be completed? Please include a discussion on soil management, with consideration of the following:*

- *Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. The ministry's York-Durham District Office should be contacted for further consultation if contaminated sites are present.*
- *This project involves the management of excess soil. Accordingly, these activities should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>).*

**Proponent Response:** A Soil Management section has been included in Section 9, which details that a limited soil investigation will be undertaken in Detailed Design. Also, activities that involve the removal or management of excess soils will be undertaken in accordance with the "Management of Excess Soil – A Guide for Best Management Practices" (2014) document.

**MOECC Comment #4: Source Water Protection**

*The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.*

*Projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.*

*As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. Given this requirement, please include a section in the ESR on source water protection. The proponent should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed, whether there were any source protection plan policies that applied, and if so, how they impacted the project, as well as identify mitigating measures to address any negative*



environmental impacts to those sources (considering natural, economic and social/cultural environmental impacts). The ministry notes that this project is partially located in a wellhead protection area. Proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php> to identify vulnerable areas. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area. For further information on the maps or source protection plan policies which may relate to their project, proponents should contact the Project Manager for Drinking Water Source Protection at the local source protection authority (i.e., conservation authority). For this project, the contact is Jennifer Stephens at the Toronto Region Conservation Authority.

**Proponent Response:** Section 2.7, which describes the existing environment as related to Source Water impacts, was added to the ESR. This section discusses the WHPAs, SGRAs, and IPZs that intersect with the study area and potential impacts. Best Management Practices have also been included in Section 8 to mitigate impacts and protect source water during construction.

#### **MOECC Comment #5: Surface Water**

The Drainage and Hydrology Report (drainage report) proposes to provide stormwater management (SWM) that can achieve enhanced level of quality control. The ministry supports this criterion. In sections 5.5 and 5.6 of the drainage report, several SWM techniques (bio-retention, gutter filters, catch basin controls, grassed swales and oil/grit separators) are discussed. It indicates the desired SWM quality control can be achieved by a combination of one or more of these measures. The drainage report does not specify exactly what combinations of SWM measures will be implemented and where to achieve enhanced level of quality control. These details should be provided at this stage of the EA process.

The drainage report claims that well designed and operated swales can achieve enhanced level of quality control. Please note that the MOECC does not agree that grassed swales alone can achieve enhanced level of quality control.

*As a note, SWM controls for municipal roads require an Environmental Compliance Approval from the MOECC.*

**Proponent Response:** The intention of leaving the exact combinations of SWM measures open is to provide flexibility in the design of the stormwater management system by allowing for a combination of SWM techniques that suit the study itself. In some cases, flows may be routed to SWM ponds that have been implemented as part of projects in adjacent lands and may constitute using a different combination of SWM techniques to address water quality control. The potential for the ponds to accommodate drainage from Huntington Road will be investigated in Detailed Design. The project team agrees that grassed swales alone will not suffice to achieve enhanced levels of quality control. The exact SWM techniques to be used throughout the study area will be refined during Detailed Design.

#### **MOECC Comment #6: Consultation**

*The Record of Consultation should be a complete record of all activities associated with the planning of the project including copies of all correspondence from stakeholders including agencies, First Nations and the public. There appears to be correspondence missing from the Record of Consultation. Some examples include correspondence with MOECC (November 26, 2014 letter) and MNRF (the ESR mentions direct correspondence with MNRF). Please ensure the Record of Consultation is complete.*

*Table 37 in section 7.5 of the ESR should include a summary of all comments received and how the project team responded to/incorporated them into the study. This table is not complete. For example, comments from MOECC or MNRF are not included. Comments/concerns from the landowner located at 9441 Huntington Rd. are not summarized (see PDF page 106-112 of the Record of Consultation). The main comment/concern from the Nashville Area Ratepayers Association is not summarized (see PDF page 113-120 of the Record of Consultation). Please ensure this table is complete.*

*The Public Information Summary Reports in the Record of Consultation should also include a discussion on how the proponent responded to/incorporated comments received via writing or through discussion at the PICs.*



*Please include a list of the specific First Nations communities that were contacted for this project in either the Agency Contact List in the Record of Consultation or in Section 7 of the ESR.*

*It is noted that only Curve Lake First Nation responded to the proponent regarding this project. The MOECC advises that the proponent should follow up with the other First Nations communities following the issuance of the Notice of Completion to ensure that the communities received the notice, and are aware of the project and opportunity to provide comments.*

**Proponent Response:** The Record of Consultation and Table 37 of the ESR was updated to include the missing pieces of consultation. Both were also updated with the comments received and responses provided during the technical agency review of the draft EA package.

The PIC Summary Reports were updated to reflect that the proponent discussed and responded to the inquiries during the PIC itself.

A list of the First Nations communities that were contacted regarding this project was added in Section 7.4 of the ESR. The proponent will make sure to follow up with the First Nations communities following the issuance of the Notice of Completion.

**MOECC Comment #7: Other**

*Please note that the Ministry of Natural Resources (MNR) is now the Ministry of Natural Resources and Forestry (MNRF). Please ensure this ministry is correctly referenced throughout the report.*

*Please ensure the Agency Contact List found in the Record of Consultation contains the correct/new names of the following agencies:*

- Fisheries and Oceans Canada
- Indigenous and Northern Affairs Canada
- Ministry of Natural Resources and Forestry
- Ministry of the Environment and Climate Change
- Ministry of Tourism, Culture and Sport
- Ministry of Municipal Affairs

*Are there any other permits/approvals potentially required by other agencies (e.g. MNRF species at risk or TRCA permits), that should be mentioned in section 9?*

*Please include an anticipated project timeline in section 9.*

*Please note that there are text formatting errors in the Record of Consultation (i.e. some letters have become squares).*

**Proponent Response:** The ESR and the Agency Contact List has been updated to contain the new names of the various government agencies. The text formatting errors have been corrected in the Record of Consultation.

Section 9.1, which discusses permits/approvals, was added to the ESR report. Other permits/approvals have been updated according to further consultation with the City and TRCA.

Section 9.2, which discusses the City's anticipated timeline for the project, was added to the ESR report.

**MOECC Comment #8: Part II Order Provisions**

*As you are aware, the Notice of Completion is required to advise stakeholders of their right to request a Part II Order from the Minister of the Environment and Climate Change. The 2015 amendment to the MEA Class EA parent document (which can be found online at <http://www.municipalclassea.ca/>) outlines that the Notice of Completion should indicate that the Part II Order request should be sent to the Minister of the Environment and Climate Change, with a copy of the request forwarded to the proponent and the Environmental Approvals Branch Director. The correct addresses are as follows:*

*Minister of the Environment and Climate Change*



77 Wellesley Street West  
11th floor, Ferguson Block Toronto ON M7A 2T5

Ministry of the Environment and Climate Change  
Director, Environmental Approvals Branch  
135 St. Clair Avenue West, 1st floor  
Toronto ON M4V 1P5

*Please ensure the Notice of Completion includes this information.*

**Proponent Response:** The Notice of Completion includes details on requesting a Part II Order and also includes the appropriate MOECC and project team contacts that the request should be sent to.

The proponent believes that these responses have adequately addressed your comments. Please review and indicate if there are any further concerns. You will also be notified via the Notice of Study Completion when the project team is ready to file.

Sincerely,

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

cc:

Selma Hubjer, Manager, Transportation Planning (City of Vaughan)  
Syed, Consultant Project Manager (Parsons)  
Salina Chan, Environmental Planner (Parsons)  
Saad Yousaf, Drainage Engineer (City of Vaughan)

---

**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Tuesday, April 08, 2014 4:38 PM  
**To:** 'margaret.mikolajczak@ontario.ca'; 'heather.glass@ontario.ca'  
**Cc:** Pearce, Andrew; Hubjer, Selma; Testani, Stephanie; m.dilwaria@delcan.com; l.polonsky@delcan.com  
**Subject:** Meeting Re: Huntington Rd EA - City of Vaughan

Good afternoon Margaret and Heather,

My name is Mani Shahrokni, and I am Project Manager at the City of Vaughan for the Huntington Rd. EA project. I work directly under the supervision of Selma Hudjer, Manager of Transportation Division and Andrew Pearce, Director of Development-Transportation Department.

Last March, we awarded the Huntington Rd. Class Municipal EA to our Consultant, Delcan Corporation (now Parsons). The Project Manager is Mr. Manoj Dilwaria, copied on this message. The objective of the project is to urbanize/widen the roadway between Langstaff Rd. to the south and Nashville Rd. to the north in order to accommodate population and employment growth. Due to the extension of Highway 427 to Major Mackenzie Dr. West, the study will be separated into 2 sections.

With regards to the extension of Highway 427, we would like to meet with the Ministry in order to discuss various aspects of the project and how they tie in with our study.

We propose the following three time slots during the week of April 28<sup>th</sup> to May 2<sup>nd</sup>:

- Wednesday April 30<sup>th</sup> from 9am to 12pm
- Wednesday April 30<sup>th</sup> from 3pm to 5pm
- Friday May 2<sup>nd</sup> from 2pm to 5pm

We would be happy to hold the meeting here at the City, however we have no problem meeting at the MTO offices in Downsview, but in that case, we would need to account for travel time.

Can you please confirm that you can meet with us and our Consultant on one of the above-mentioned time periods?

Also, please feel free to invite anyone at the MTO who may be interested in attending.

Best regards,

**Mani Shahrokni, P. Eng., PMP**

*Transportation Engineer*

**Development / Transportation Engineering**

**City of Vaughan** | 2141 Major Mackenzie Dr. West, Vaughan, ON L6A 1T1

**Tel:** 905-832-8585 x8163 | **Fax:** 905-832-6145

**Email:** [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca) | **Web:** [www.vaughan.ca](http://www.vaughan.ca)



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**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**MINUTES OF MEETING with MTO**

**HELD ON:**       **Date:** April 30, 2014  
                      **Time:** 3:00 p.m.

**HELD AT:**       MTO Downsview-Building 'D', 7<sup>th</sup> Floor (CMO Boardroom)

**ATTENDEES:**

Andrew Pearce, Director, Development & Transportation Engineering  
Selma Hubjer, City Project Manager  
Mani Shahrokni, Transportation Engineer  
**of: City of Vaughan**

Antonio Di Sabatino, Senior Environmental Planner  
Alice Law, Property Lead  
Margaret Mikolajczak, Senior Project Manager  
**of: MTO**

Sam Dinatolo, Senior Project Engineer  
Loren Polonsky, Lead Environmental Planner  
**of: Delcan Corporation**

**PURPOSE:**     Provide an overview of the Huntington Road Municipal Class EA and elicit input from MTO staff.

No.	Item	Action
1.	<p><b><u>Introductions</u></b></p> <ul style="list-style-type: none"> <li>• Roundtable introductions.</li> <li>• Agenda distributed.</li> </ul>	N/A
2.	<p><b><u>Review Study's Scope of Work and Schedule</u></b></p> <p>Delcan staff provided a general overview of the Huntington Road EA study process, anticipated timing and scope.</p>	N/A
3.	<p><b><u>Discuss Status of Highway 427 Extension</u></b></p> <ul style="list-style-type: none"> <li>• MTO staff indicated that property acquisition for the Highway 427 extension had started, as approval for the extension was granted.</li> <li>• MTO staff indicated that while some structures were examined during the Highway 427 EA study, a majority of that work would occur during the detailed design phase. MTO is in the initial stages of developing the scope of the detailed design work, but there is no timeline of when it will move forward.</li> <li>• The Major Mackenzie Drive alignment identified in the Highway 427 EA study was approved but could change before detailed design.</li> <li>• MTO staff indicated that MTO wants to maintain the connection to McGillivray Road - which was identified in the Highway 427 EA study - but Canadian Pacific (CP) Rail opposes the connection due to their interest in</li> </ul>	

**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

Minutes of Meeting with MTO (Wednesday, April 30, 2014)

Page 2

No.	Item	Action
	<p>track expansion. MTO staff suggested that they will be meeting with CP Rail next week to discuss this issue further.</p> <ul style="list-style-type: none"> <li>• MTO staff suggested that Trans Canada is examining alignment options for a pipeline located within the corridor, but there is currently not a lot of background on the study.</li> <li>• MTO staff indicated that several developers located within the study area have contacted MTO about permits, specifically as they relate to how close they can be to the Highway 427 property line.</li> <li>• Meeting attendees discussed the location of the proposed Highway 427 / Major Mackenzie Drive off-ramp identified in MTO's Highway 427 Extension EA. Vaughan staff indicated that the ramp location identified in the Block Plan for Nashville Heights (Block 61) is different from the one identified in MTO's EA study. Vaughan staff also indicated that Block Plan 61 was recently approved by Vaughan's City Council. Attendees agreed that if there was sufficient justification to move the location of the off-ramp, a decision would need to be made as to what planning process they would need to comply with (options include an addendum to the MTO Highway 427 extension EA or a new planning study completed under the Municipal Class EA process). After the meeting, Delcan staff agreed to determine the most appropriate planning process to follow.</li> <li>• Vaughan staff indicated that the secondary plan for Block 59 – located between Langstaff Road and Rutherford Road – was also recently approved. Vaughan staff said that Fed Ex submitted a development application for land located north of Robinson Creek. Vaughan staff also said that Costco, which will be located south of Street A near Innovation Drive and Langstaff Road, mistakenly bought the wrong piece of property so that the road is slightly skewed. MTO indicated that they would approve of realigning the road to the east.</li> </ul>	<p>Delcan</p>
<p>4.</p>	<p><b><u>Opportunities for Future Engagement/Next Steps</u></b></p> <p>CP Rail will meet with MTO next week (week of May 5<sup>th</sup>) to discuss plans as they relate to the Vaughan Terminal and CP Rail tracks.</p> <p>Delcan will determine the study process to undertake an environmental assessment if the decision is made to move the Highway 427 / Major Mackenzie Drive ramp.</p>	<p>MTO</p> <p>Delcan</p>

If there are any errors or omissions, please advise Loren Polonsky ([l.polonsky@delcan.com](mailto:l.polonsky@delcan.com)).

Minutes prepared by: DELCAN CORPORATION

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**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Thursday, July 27, 2017 9:29 AM  
**To:** 'Kemper, Dean (MTO)'; Chan, Salina  
**Cc:** Syed, Saad  
**Subject:** RE: Huntington Road ESR

Hi Dean,

Hope all is well.

We circulated the draft ESR for review in April prior to submitting our report to Council in June. Our goal was to clear any issues prior to going to Council (please note that there is no Council meeting between June and September).

Also, TRCA responded to us in early July only, but nevertheless our goal was to file the Notice of Completion this summer.

Thanks,

Mani Shahrokni, P.Eng., PMP  
*City of Vaughan*  
(905) 832-8585 Ext. 8163

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**From:** Kemper, Dean (MTO) [<mailto:Dean.Kemper@ontario.ca>]  
**Sent:** July-27-17 9:17 AM  
**To:** Chan, Salina <Salina.Chan@parsons.com>  
**Cc:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>; Syed, Saad <Saad.Syed@parsons.com>  
**Subject:** RE: Huntington Road ESR

Salina:

Thanks for this. I provided these comments in April and it is now July. Has there been a delay in filing for some reason?

Thx Dean

---

**From:** Chan, Salina [<mailto:Salina.Chan@parsons.com>]  
**Sent:** July 24, 2017 4:17 PM  
**To:** Kemper, Dean (MTO)  
**Cc:** Shahrokni, Mani; Syed, Saad  
**Subject:** RE: Huntington Road ESR

Hi Dean,

Thank you for reviewing the Traffic Report and the ESR and providing comments that highlight MTO's interests. The project team has reviewed your comments and provide the following response:

1. "Subject to Approval" note will be added to Figure 2 on "Future Road". Text in Section 4.4 will also be updated accordingly.
2. "Subject to approval of the GTA West EA" note will be added to Figure 2 on "Highway 427 Extension"
3. Refer to bullet number 1
4. Text will be updated to include: "Future Road is a connection between Huntington Road and Highway 427 northbound off-ramp with one lane per direction; construction of this road is subject to further MTO approval. Modelling this road as part of the Huntington Road Class EA represents a "worst case" traffic scenario for Part B, reflecting the scenario with the most vehicles. Removal of Future Road from the traffic model will not impact the number of lanes provided in the traffic recommendations."
5. As mentioned in the report, in the traffic analysis, this connection was not considered to have any significant impact on the surrounding road network. However, as the City and its consultant understands, the north-south link is a commitment from the Highway 427 EA and was thus considered as an emergency vehicles route in traffic modelling. The text will be updated to represent this connection as a "long-term proposal subject to further discussion amongst relevant authorities "
6. "Subject to Approval" note will be added at the relevant part of Table 12, Table 13 and Figure 16.

The Traffic Report has been updated to include these revisions. The ESR has also been updated to reflect these changes. You will also be notified of the Notice of Study Completion when the project team is ready to file.

Thank you,

**Salina Chan**

Environmental Assessment Planner  
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9  
[salina.chan@parsons.com](mailto:salina.chan@parsons.com) - P: 905.943.0516

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**From:** Kemper, Dean (MTO) [<mailto:Dean.Kemper@ontario.ca>]  
**Sent:** Thursday, April 06, 2017 10:24 AM  
**To:** Mani Shahrokni <[Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca)>; Syed, Saad <[Saad.Syed@parsons.com](mailto:Saad.Syed@parsons.com)>  
**Cc:** Van Roon, Pauline (MTO) <[Pauline.VanRoon@ontario.ca](mailto:Pauline.VanRoon@ontario.ca)>; Muhammad, Iqbal (MTO) <[Iqbal.Muhammad@ontario.ca](mailto:Iqbal.Muhammad@ontario.ca)>; Copeland, Christopher J. (MTO) <[Christopher.Copeland@ontario.ca](mailto:Christopher.Copeland@ontario.ca)>; Giguere, Shane (MTO) <[Shane.Giguere@ontario.ca](mailto:Shane.Giguere@ontario.ca)>; Mikolajczak, Margaret (MTO) <[Margaret.Mikolajczak@ontario.ca](mailto:Margaret.Mikolajczak@ontario.ca)>  
**Subject:** Huntington Road ESR

Mani/Saad:

I have taken a look at the Traffic Operational Analysis Report for the above ESR as well as a very general review of the ESR itself. I offer the following comments:

Traffic Operational Analysis Report:

1. Fig 2 shows a Future Road connection opposite the Highway 427 S-E ramp terminus at Major Mackenzie Drive (MMD). It should be noted that this Future Road as well as the permissible moves has yet to be approved by MTO and has no status at this time.
2. Fig 2 also shows a future extension of Highway 427 north of MMD. It should be noted that such an extension is dependent on the completion and approval of the

GTA West EA and its subsequent construction. The GTA West EA study is current on hold and there is no timeframe for it to be re-activated.

3. Figs 3 & 4 also show the Future Road connection as noted above.
4. Page 27 the Future Road noted above is mentioned again. Since this connection has no status at this time it may be prudent for Parsons to confirm whether or not additional traffic analysis/modelling is required without the Future Road in place.
5. Page 39 under 10.0 Future Link between McGillivray Road and MMM it should be noted that such a "link" is a long-term proposal that requires consultation between the MTO, City of Vaughan and York Region most likely. At this time it has no status, design or construction time-frame.
6. In Fig 16, Table 12 and Table 13 the Future Road opposite the Highway 427 S-E ramp terminus is noted - same comments as above should apply.

Huntington Road ESR:

1. In general any references to the Future Road and or the future extension of Highway 427 beyond MMD should be treated as per my comments above under Traffic Operational Analysis Report. See Figs 2, 5, 6, 7 and 13.

There will be no further comments from the MTO team.

Thanks Dean Kemper (416) 235-4664

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**EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**MINUTES OF MEETING with TACC**

**HELD ON:**           **Date:** Monday, March 24, 2014  
**Time:** 12:00 p.m.

**HELD AT:**           Engineering Development Boardroom, City of Vaughan

**ATTENDEES:**     Andrew Pearce, Director, Development & Transportation Engineering  
 Selma Hubjer, City Project Manager  
 Mani Shahrokni, Transportation Engineer  
**of: City of Vaughan**

Aaron Hershoff, Planner  
**of: TACC Developments**

Nick Poulos, Senior Traffic Engineer  
**of: Poulos & Chung Limited**

Manoj Dilwaria, Consultant Project Manager  
 Loren Polonsky, Lead Environmental Planner  
**of: Delcan Corporation**

**PURPOSE:**        Review transportation studies completed by TACC Developments within the study area.

No.	Item	Action
1.	<b><u>Introductions</u></b> – Roundtable introductions. – An agenda was distributed.	N/A
2.	<b><u>Review Study's Scope of Work</u></b> Selma Hubjer provided a general overview of the work that would be completed by Delcan for the Huntington Road Environmental Assessment. Andrew Pearce, Selma Hubjer, Aaron Hershoff and Nick Poulos discussed several of the local projects and key issues that would be relevant to the study. Several of the major infrastructure improvements planned in the study area were illustrated on the "Existing Conditions, Constraints and Opportunities" map provided by Delcan and the Nashville Heights – Block 61 West map provided by Aaron Hershoff. Key issues include: <ul style="list-style-type: none"> <li>• Completion of the first phase of Block 61 is underway now, comprising 650 new homes; Phase 2 comprises 380 homes (located north of the TransCanada Pipeline).</li> <li>• The Highway 427 alignment is planned to fly over Major Mackenzie Drive.</li> <li>• The road connecting to the Highway 427 off-ramp (running primarily west of Huntington Road) is in the Block 61 Plan but was not originally included in the Highway 427 Environmental Assessment. MTO has opposed this road because they do not want the road directly aligned with their ramps. The road alignment is favoured by residents because it bypasses Block 61 residences.</li> <li>• Regional traffic congestion along Nashville Road and other arterials has primarily resulted from higher flows emanating from Caledon.</li> </ul>	N/A

**EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

Minutes of Meeting with TACC (Monday, March 24, 2014)

Page 2

No.	Item	Action
	<ul style="list-style-type: none"> <li>• The Major Mackenzie Drive “jog” was eliminated to further divert traffic away from Nashville Road.</li> <li>• “Street A” in the Block 61 Plan will provide direct access to new developments.</li> <li>• A Canadian Pacific Rail study indicated that it would not support a north-south connection between McGillivray Road and Major Mackenzie Drive.</li> <li>• The project team needs to understand the plans and timing for the GTA West corridor recognizing the preliminary route planning study area falls within the study area.</li> </ul>	
3.	<p><b><u>Key Stakeholders</u></b> Aaron Hershoff identified local stakeholders who should be contacted for this study:</p> <ul style="list-style-type: none"> <li>• Canadian Pacific Rail – Jack Carello</li> <li>• Kleinberg Ratepayers Group, Ken Wenger</li> <li>• MTO – Lola Vaz-Rafearo and Margaret Mikolajczak</li> <li>• Nashville Ratepayers Group - Paul Mantella</li> <li>• York Region - Loy Cheah and Richard Hui</li> </ul>	Delcan and the City of Vaughan
4.	<p><b><u>Background Reports, Data Relevant to the Study Area</u></b> Nick Poulos provided Delcan staff with a CD of several studies completed for Block 61 including:</p> <ul style="list-style-type: none"> <li>• the Nashville External TIS Report</li> <li>• the functional design details for the future Huntington Road alignment</li> <li>• Huntington Road Assessment between Rutherford Road and Nashville Road</li> <li>• Feasibility Assessment of Highway 427 Northbound Off-Ramp, Huntington Road and Major Mackenzie Drive</li> </ul> <p>Delcan requested additional information be provided from a CP Rail traffic study and other traffic study (ies) conducted east of TACC properties.</p>	Delcan to review

If there are any errors or omissions, please advise Loren Polonsky ([l.polonsky@delcan.com](mailto:l.polonsky@delcan.com)).

Minutes prepared by: DELCAN CORPORATION

**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**MINUTES OF MEETING with CP Rail, MTO and York Region**

**HELD ON:**           **Date:** May 16, 2014  
                          **Time:** 3:00 p.m.

**HELD AT:**           Canadian Pacific (CP) Rail Vaughan Terminal, 6830 Rutherford Road, Second floor

**ATTENDEES:**

Andrew Pearce, Director, Development & Transportation Engineering  
Selma Hubjer, City Project Manager  
Mani Shahrokni, Senior Transportation Engineer  
**of: City of Vaughan**

Steve Mota, Project Manager  
**of: York Region**

Jeff Allen, Director of Intermodal Operations  
Jack Carello, Representative Public Works Ontario  
Paul Kerry, Business Development Manager  
Surender Pal, Manager of Facility Development  
Kevan Proudlock, Manager of Intermodal Yard  
Orest Rojik, Project Manager and Right-of-Way Specialist  
Josie Tomei, Specialist Sales and Right-of-Way Specialist  
**of: Canadian Pacific (CP) Rail**

Antonio Di Sabatino, Senior Environmental Planner  
Heather Glass, Project Manager  
Peggy Moore, Senior Property Officer  
**of: MTO**

Sam Dinatolo, Senior Project Engineer  
Loren Polonsky, Lead Environmental Planner  
**of: Delcan Corporation**

**PURPOSE:**       Provide an overview of the Huntington Road Municipal Class EA and other on-going projects within western Vaughan while eliciting input from attendees.

No.	Item	Action
1.	<p><b><u>Staff Introductions</u></b></p> <ul style="list-style-type: none"> <li>• Roundtable introductions.</li> <li>• Agenda distributed.</li> <li>• Safety review undertaken by CP Rail staff.</li> </ul>	N/A
2.	<p><b><u>Review Study's Scope of Work and Schedule</u></b></p> <p>Delcan staff provided a general overview of the Huntington Road EA study process, anticipated timing and scope.</p>	N/A

**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

Minutes of Meeting at CP Rail Vaughan Terminal (Friday, May 16, 2014)

Page 2

No.	Item	Action
3.	<p><b><u>Discuss Status of CP Rail and Other Projects Relevant to the Study Area</u></b></p> <ul style="list-style-type: none"> <li>• CP Rail staff indicated that the Vaughan Terminal is viewed as the main multi-modal terminal for southern Ontario, shipping a significant amount of retail and food products to western Canada.</li> <li>• CP Rail staff suggested that they are projected to experience more than double the throughput in the next few years. As a result, CP Rail will need to address the capacity of its rail system.</li> <li>• City of Vaughan staff asked CP Rail staff to characterize the importance of Huntington Road to the Vaughan Terminal. CP Rail staff responded that south of Rutherford Road, they do not envision most trucks using Huntington Road as they would exit the terminal and use the future Highway 427 extension. In addition, they did not foresee trucks travelling north on Huntington Road in Block 61.</li> <li>• CP Rail staff said that as a result of the increased throughput currently experienced and projected for the future, they are examining reconfiguring the rail tracks to protect up to six future tracks. They indicated that potentially doubling the number of tracks will double the number of trucks, although the latter can be accommodated at the Vaughan Terminal.</li> <li>• CP Rail staff indicated that they are running on average five trains per day at up to 14,000 feet long. They indicated that they would like to operate longer trains which would allow more tonnage through. Recent technological improvements have made it possible to have longer trains.</li> <li>• CP Rail staff indicated that they explored a route going over the Mactier subdivision to connect to the other side. City of Vaughan staff indicated that the City and CP Rail examined a temporary closure of Huntington Road between Major Mackenzie Drive and McGillivray Road in a 2004 Municipal Class EA. The Preferred Alternative – comprising a temporary closure of Huntington Road between Major Mackenzie Drive and McGillivray Road and construction of a new, two-lane rural link between McGillivray Road and Major Mackenzie Drive - was never implemented.</li> <li>• MTO staff suggested that they have assumed the closure of Huntington Road between Major Mackenzie Drive and McGillivray Road as part of the Highway 427 extension. CP Rail staff indicated that the proposed link between McGillivray Road and Major Mackenzie Drive is no longer viable given the significant operations and long trains that currently use the CP Rail tracks. City of Vaughan staff indicated that the closure of Huntington Road identified in the 2004 Class EA was deemed temporary, and that because of the change in CP Rail operations, it was never implemented. During MTO’s Highway 427 EA, City staff indicated that upon review, they required a permanent connection – not a temporary connection. City of Vaughan staff suggested that MTO was constructing the Highway 427</li> </ul>	

**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

Minutes of Meeting at CP Rail Vaughan Terminal (Friday, May 16, 2014)

Page 3

No.	Item	Action
	<p>extension in a way that would not accommodate the connection. MTO staff indicated that they would not be responsible for taking the lead in building this connection.</p> <ul style="list-style-type: none"> <li>• CP Rail indicated that a grade separated link would reduce the possibility of increasing the span in the future – to up to five tracks. They conveyed a similar message to the project team during the Highway 427 extension EA study.</li> <li>• MTO staff asked attendees if the Major Mackenzie Drive-to-McGillivray Road connection should be built in the interim. CP Rail staff responded that other options should be examined. City of Vaughan staff indicated that they previously looked at several options and that everything east of the CP rail tracks is slotted for residential development – which would not be compatible with the connection. CP Rail staff indicated that the current and future length of the trains could stop traffic on Huntington Road for up to three hours at a time.</li> <li>• MTO staff suggested that if the Highway 427 extension was not being built, then the closure of Huntington Road would not occur. They acknowledged that there is a need to eliminate the Huntington Road crossing, however. CP Rail indicated that if the Highway 427 was not being extended to Major Mackenzie Drive, they would have had to examine an overpass or underpass at Huntington Road to address increased CP Rail traffic.</li> <li>• CP Rail staff asked if the notion of a connection was finalized. MTO staff indicated that it was not desirable in the Highway 427 EA study and that it was identified as “conditional” per Regional subdivision plan. City of Vaughan staff responded that the connection has been cleared and is no longer conditional.</li> <li>• MTO staff suggested that the City of Vaughan should take the lead in building a permanent solution for the connection. City of Vaughan staff responded that MTO is welcome to provide that comment in writing which would be forwarded to City Council. City of Vaughan staff also indicated that they have clear Council direction that the connection be permanent. MTO indicated that they would not fund a grade separated connection, and as they understand it, the connection was only considered temporary – not permanent.</li> </ul>	
4.	<p>Next Steps</p> <ul style="list-style-type: none"> <li>• The City of Vaughan will continue to engage CP Rail, MTO and York Region throughout the Huntington Road EA. Two Public Information Centres will be scheduled during the planning process, and all of the organizations will be invited to participate. Delcan staff thanked CP Rail for hosting the meeting and recognized all of the participants for attending.</li> </ul>	



**MUNICIPAL CLASS EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD  
(PART A) AND FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

Minutes of Meeting at CP Rail Vaughan Terminal (Friday, May 16, 2014)

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If there are any errors or omissions, please advise Loren Polonsky ([l.polonsky@delcan.com](mailto:l.polonsky@delcan.com)).

Minutes prepared by: DELCAN CORPORATION

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**From:** Roger Salema <r.salema@delcan.com>  
**Sent:** Tuesday, July 15, 2014 4:43 PM  
**To:** Burkart, Jackie (MNR)  
**Subject:** RE: Request for Information  
**Attachments:** Site Map.pdf

Hi Jackie,

Please see the map attached above.

The project involves an environmental assessment to support the widening of Huntington Road from 2 to 4 lanes, and urbanizing sections of the rural area.

The information requested from MNR would support this. I have also sent this email to Natosha Fortini, Aurora OMNRF who received the email in the general MNR folder.

Please contact me with any questions.

Cheers,  
Roger

---

**From:** Burkart, Jackie (MNR) [mailto:Jackie.Burkart@ontario.ca]  
**Sent:** Monday, June 30, 2014 9:05 AM  
**To:** Roger.Salema@parsons.com  
**Subject:** RE: Request for Information

Roger,

Your inquiry has been passed along to me for a response.

You have not provided a location map for the area of your interest. What, exactly, is this information for? Is this an environmental assessment?

Please advise,

Thanks,

□□□□□□□□□□□□□□□□□□□□

**Jackie Burkart**

District Planner

Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 | Email: [jackie.burkart@ontario.ca](mailto:jackie.burkart@ontario.ca)

---

**From:** Roger Salema [<mailto:Roger.Salema@parsons.com>]  
**Sent:** Tuesday, June 24, 2014 5:18 PM  
**To:** NRIC, MNR (MNR)  
**Subject:** Request for Information

Hello,

Parsons is seeking environmental related information for our project site located in western portion of the City of Vaughan.

The project area encompasses a 500 m radius around a 6 km stretch of Huntington Road bound by Langstaff Road to the south and Nashville Road to the north.

Does the Ministry of Natural Resources have any information regarding issues or concerns related to surface water, groundwater, species at risk and/or contamination within our project area? Are there any specially designated lands or watercourses under environmental protection? Reports, maps, studies and other documents would be greatly appreciated.

Please contact me if you have any questions.

Sincerely,  
Roger

**Roger Salema** B.Eng., E.I.T.

**PARSONS**   
625 Cochrane Drive, Suite 500  
Markham, Ontario L3R 9R9  
P: 905-917-3272  
F: 905-943-0400  
<http://www.parsons.com>

Delcan has recently joined the Parsons family. My email has changed to [Roger.Salema@parsons.com](mailto:Roger.Salema@parsons.com). Please update me in your contact list.

 Please consider the environment before printing this email.

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Ministry of  
Natural Resources  
and Forestry

Ministère des  
Richesses Naturelles  
et des Forêts

August 28, 2014

Roger Salema  
Parsons  
635 Cochrane Drive, Suite 500  
Markham, ON L3R 9R9  
Phone (905) 917-3272  
[Roger.Salema@parsons.com](mailto:Roger.Salema@parsons.com)

**Re: Huntington Road, Vaughan, ON – Environmental Assessment**

Dear Mr. Salema,

In your email dated July 15, 2014 you requested information on natural heritage features and element occurrences occurring on or adjacent to the above mentioned location. There are a number of Species at Risk recorded from your study area and the immediate vicinity. As of the date of this letter, we have records of:

Butternut	END	Bobolink	THR
Eastern Meadowlark	THR		

These species may receive protection under the *Endangered Species Act 2007* and thus, an approval from MNRF may be required if the work you are proposing could cause harm to these species or their habitat. If the Species at Risk in Ontario List is amended, additional species may be listed and protected under the *ESA 2007* or the status and protection levels of currently listed species may change. Please provide additional information on your proposal to our office, and we will assess it to determine whether an authorization under the *ESA 2007* is required for the works to proceed.

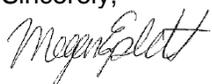
Natural heritage features recorded for your area include identified wetlands.

Absence of information provided by MNRF for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities. For these reasons, the MNRF cannot provide a definitive statement on the presence, absence or condition of biological elements in any part of Ontario.

This species at risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any species at risk to our office. This will assist with updating our database and facilitate early consultation regarding your project.

If you have any questions or comments, please do not hesitate to contact me at 905-713-6843 or [ESA.Aurora@ontario.ca](mailto:ESA.Aurora@ontario.ca) (Attention: Megan Eplett).

Sincerely,



Megan Eplett  
Fish and Wildlife Technical Specialist  
Ontario Ministry of Natural Resources and Forestry, Aurora District



---

**From:** Rita Y. Hu <Rita.Hu@parsons.com>  
**Sent:** Monday, April 28, 2014 12:35 PM  
**To:** Alia Eid; Loren Polonsky  
**Subject:** FW: Stakeholder Involvement for EA study at Huntington Road

FYI

---

**From:** Pokhrel, Jhapendra [mailto:Jhapendra.Pokhrel@york.ca]  
**Sent:** Monday, April 28, 2014 11:10 AM  
**To:** 'Rita Y. Hu'  
**Subject:** RE: Stakeholder Involvement for EA study at Huntington Road

Hi Rita,

Thank you for contacting the York Region Environmental Services Department as a stakeholder for this study. Please note that our group's concerns/input may be limited to water and wastewater related infrastructure in the vicinity of the project. If you require planning and transportation related input, I suggest you include appropriate representative(s) from the Transportation and Community Planning department as well.

Thank you again for contacting us. My contact detail is provided below.

Regards,

Jhapendra

**Jhapendra Pokhrel, M. Eng., P. Eng., PMP** Water and Wastewater Modelling Engineer, Capital Planning and Delivery, Environmental Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
**O:** 905-830-4444 ext. 75512 | **C:** 905-716-0470 | [Jhapendra.pokhrel@york.ca](mailto:Jhapendra.pokhrel@york.ca) | [www.york.ca](http://www.york.ca)  
*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please note: as of January 2, 2014 our telephone extensions have changed to five digits by adding 7 as the first digit. My extension is now 75512.

Please consider the environment before printing this email.

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**From:** Rita Y. Hu [mailto:[Rita.Hu@parsons.com](mailto:Rita.Hu@parsons.com)]  
**Sent:** Monday, April 28, 2014 9:26 AM  
**To:** Pokhrel, Jhapendra  
**Cc:** Alia Eid; Loren Polonsky  
**Subject:** Stakeholder Involvement for EA study at Huntington Road

Hi Jhapendra,

As discussed earlier on the phone, we are completing an EA study at Huntington Road in the City of Vaughan, we wanted to confirm you as stakeholder from York Region to solicit input during the study.

Please let me know your detailed contact information, we will contact with you at key milestones during the study.

Thanks,

**Rita Y. Hu**

Transportation Planner

**PARSONS** 

625 Cochrane Drive, Suite 500

Markham, Ontario L3R 9R9

T: 905-917-3209

F: 905-470-7590

<http://www.parsons.com>

\*\*Delcan has recently joined the Parsons family. My email has changed to [Rita.Hu@parsons.com](mailto:Rita.Hu@parsons.com). Please update me in your contact list.

 Please consider the environment before printing this email.

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**From:** Cheyenne Loon <Cheyenne.Loan@aandc-aadnc.gc.ca>  
**Sent:** Thursday, April 24, 2014 10:10 AM  
**To:** Alia Eid  
**Cc:** Loren Polonsky  
**Subject:** Re: EA Study for City of Vaughan - Request for First Nations & other Aboriginal Groups Contact Information

Hello Alia,

To assist with your enquiry, AANDC has developed the Aboriginal and Treaty Rights Information System (ATRIS), a Web-based information intended to map out the location of Aboriginal communities and display information pertaining to their potential or established Aboriginal or Treaty rights.

You can go directly to [http://sidait-atris.aadnc-aandc.gc.ca/atris\\_online/](http://sidait-atris.aadnc-aandc.gc.ca/atris_online/) and begin research in ATRIS. At the ATRIS "Help" button, there are answers to frequently asked questions, a glossary, and instructions on how to navigate the system. Please familiarize yourself with the information available there so you can carry out your research using ATRIS.

Please keep in mind that some of the information provided by ATRIS will be contextual. Depending on your project, the information that comes up in a search may or may not pertain to Aboriginal or treaty rights in your particular project area. In most cases, therefore, the Aboriginal communities identified by ATRIS are best placed to explain their traditional use of land, their practices, or their claims that may fall under section 35 of the Constitution Act, 1982.

If you have specific questions on how to conduct research using ATRIS, please send your enquiries through the e-mail address: [UCA-CAU@aadnc-aandc.gc.ca](mailto:UCA-CAU@aadnc-aandc.gc.ca). There are also some upcoming webinars on how to use ATRIS - see <https://www.aadnc-aandc.gc.ca/eng/1100100014686/1100100014687> (scroll down to the section "ATRIS Training via Webinar").

Hope that is of help,

Cheyenne Loon, *M.Sc.*

Senior Environmental Advisor, Environment Unit  
Aboriginal Affairs and Northern Development Canada  
[cheyenne.loon@aandc.gc.ca](mailto:cheyenne.loon@aandc.gc.ca) /Tel: 416-952-9601

>>> Alia Eid <Alia.Eid@parsons.com> 4/24/2014 9:38 AM >>>  
Hi Cheyenne,

Our firm is working on an *Environmental Assessment Study for the City of Vaughan (Huntington Road from Langstaff Road to McGillivray Road and from Major Mackenzie Drive to Nashville Road)* and we need to identify the First Nations and other Aboriginal groups within the vicinity of the study area for consultation purposes.

Would you be able to provide us with a list of relevant First Nations and other Aboriginal contacts for the noted study area? Feel free to call me or my colleague Loren Polonsky (905-943-0523) if you have any questions.

Many thanks,  
Alia

**Alia Eid**, BAsC, EIT, LEED AP, PMP  
Transportation Planner

**PARSONS**   
625 Cochrane Drive, Suite 500  
Markham, ON L3R 9R9  
P: 905-943-0516  
F: 905-470-7590  
<http://www.parsons.com>

\*\*Delcan has recently joined the Parsons family. My email has changed to [Alia.Eid@parsons.com](mailto:Alia.Eid@parsons.com). Please update me in your contact list.



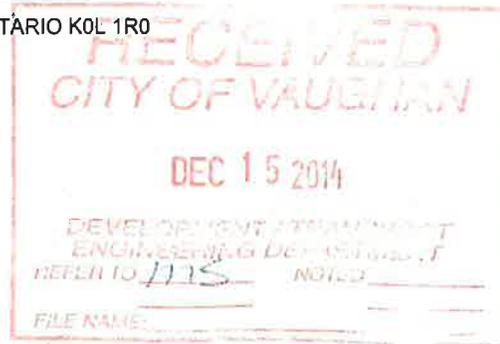
CURVE LAKE, ONTARIO K0L 1R0

December 11, 2014

Mani Shahrokni  
2141 Major MacKenzie Dr. West  
Vaughan, Ontario L6A 1T1

Dear Mani Shahrokni,

RE: Notice of Commencement and PIC  
Class EA for Huntington Road



We would like to acknowledge receipt of your correspondence, which we received on 11/18/2014 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaty Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaty.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately. Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact Nat Cummings, Lands and Resources Consultation Liaison, at 705-657-8045 x 222 or NathanielC@curvelake.ca.

Yours sincerely,

A handwritten signature in black ink that reads "Phyllis Williams". The signature is written in a cursive style.

Chief Phyllis Williams  
Curve Lake First Nation

---

**From:** Phyllis Williams <PhyllisW@curvelake.ca>  
**Sent:** Friday, June 24, 2016 3:12 PM  
**To:** Chan, Salina (EC)  
**Cc:** Shahrokni, Mani; Melissa Dokis  
**Subject:** RE: Huntington Road EA Study - 2nd Public Information Centre

Our consultation office will respond. Tx's for the communication.



[\[curvelakefirstnation.ca\]](http://curvelakefirstnation.ca)



[\[facebook.com\]](https://facebook.com)



[\[twitter.com\]](https://twitter.com)

**Chief Phyllis Williams**

**Curve Lake First Nation Government Services Building**

**22 Winookeedaa Road, Curve Lake, ON K0L 1R0**

**P: 705.657.8045 ext. #204 F: 705.657.8708**

**W: [www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)**

**E: [phyllisw@curvelake.ca](mailto:phyllisw@curvelake.ca)**

---

**From:** Chan, Salina (EC) [mailto:Salina.Chan@parsons.com]  
**Sent:** Friday, June 24, 2016 12:29 PM  
**To:** Phyllis Williams <PhyllisW@curvelake.ca>  
**Cc:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>; Melissa Dokis <MelissaD@curvelake.ca>  
**Subject:** Huntington Road EA Study - 2nd Public Information Centre

Dear Chief Phyllis Williams of Curve Lake First Nation:

The City of Vaughan has contacted you and the Curve Lake First Nation previously regarding the Huntington Road Class EA Study from Langstaff Road to McGillivray (Part A) and from Major Mackenzie Drive to Nashville Road (Part B). The study is being completed to address future traffic demand and improvements required along the corridor. The City would like to provide you notification of the upcoming, second Public Information Centre (PIC) for this study – a hard copy of the attachments of this email are coming to you by mail.

The PIC has been scheduled as follows:

**Date:** Wednesday, June 29<sup>th</sup>, 2016  
**Time:** 5:00 PM to 8:00 PM  
**Location:** Kleinburg Library, Meeting Room

**10341 Islington Avenue, Vaughan, L0J  
1C0**

The purpose of this PIC will be to present the preliminary preferred design and the alternative designs solutions for the corridor. Please see the attached letter and notification for more details. Please feel free to let us know if you have any questions or comments.

Sincerely,

**Salina Chan**

Environmental Assessment Planner

625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9

[salina.chan@parsons.com](mailto:salina.chan@parsons.com) - P: 905.943.0516

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---

**From:** Chan, Salina  
**Sent:** Thursday, June 30, 2016 2:52 PM  
**To:** 'Minkin, Dan (MTCS)'  
**Subject:** RE: Huntington Road PIC No. 2

Hi Dan,

As discussed, the PIC No. 2 boards can be found online here:

[https://www.vaughan.ca/projects/projects\\_and\\_studies/environmental\\_assessment\\_studies/General%20Documents/Huntington%20Road%20EA%20-%20PIC2%20-%20Display%20Boards.pdf](https://www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/General%20Documents/Huntington%20Road%20EA%20-%20PIC2%20-%20Display%20Boards.pdf)

Thank you,  
Salina

---

**From:** Minkin, Dan (MTCS) [mailto:Dan.Minkin@ontario.ca]  
**Sent:** Friday, June 24, 2016 3:27 PM  
**To:** Chan, Salina (EC) <Salina.Chan@parsons.com>  
**Subject:** RE: Huntington Road PIC No. 2

Yes - for this project please use my name/info rather than Laura Hatcher's. Laura Hatcher remains the contact person for initial contact on new files. Thank you.

**Dan Minkin**

Heritage Planner  
Ministry of Tourism, Culture and Sport  
Culture Division | Programs and Services Branch | Heritage Program Unit  
401 Bay Street, Suite 1700  
Toronto, Ontario M7A 0A7  
Tel. 416.314.7147 | Fax. 416.314.7175

---

**From:** Chan, Salina (EC) [mailto:Salina.Chan@parsons.com]  
**Sent:** June 24, 2016 3:26 PM  
**To:** Minkin, Dan (MTCS)  
**Subject:** RE: Huntington Road PIC No. 2

Hi Dan,

Yes, we could send the PIC boards and road design to you following the PIC. You're not currently on our stakeholder list – under MTCS, we have Laura Hatcher. Should I add your contact/take out Laura?

Thanks,  
Salina

---

**From:** Minkin, Dan (MTCS) [mailto:Dan.Minkin@ontario.ca]  
**Sent:** Friday, June 24, 2016 2:27 PM  
**To:** Chan, Salina (EC) <Salina.Chan@parsons.com>  
**Subject:** RE: Huntington Road PIC No. 2

Hello,

Will PIC materials be available electronically?

**Dan Minkin**

Heritage Planner  
Ministry of Tourism, Culture and Sport  
Culture Division | Programs and Services Branch | Heritage Program Unit  
401 Bay Street, Suite 1700  
Toronto, Ontario M7A 0A7  
Tel. 416.314.7147 | Fax. 416.314.7175

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**From:** Chan, Salina [<mailto:Salina.Chan@parsons.com>]  
**Sent:** June 23, 2016 9:59 AM  
**To:** Chan, Salina  
**Cc:** Shahrokni, Mani  
**Subject:** Huntington Road PIC No. 2

Dear Sir / Madam:

The City of Vaughan is hosting its second Public Information Centre (PIC) for the Huntington Road Class EA Study from Langstaff Road to McGillivray (Part A) and from Major Mackenzie Drive to Nashville Road (Part B). The study is being completed to address future traffic demand and improvements required along the corridor.

We have identified your department/agency/group as having potential interest in the Study and therefore would like to provide a formal notification of the PIC.

The PIC has been scheduled as follows:

**Date:** Wednesday, June 29<sup>th</sup>, 2016  
**Time:** 5:00 PM to 8:00 PM  
**Location:** Kleinburg Library, Meeting Room  
10341 Islington Avenue, Vaughan, L0J  
1C0

The purpose of this PIC will be to present the preliminary preferred design and the alternative designs solutions for the corridor. Please see the attached letter and notification for more details.

Sincerely,

**Salina Chan**  
Environmental Assessment Planner  
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9  
[salina.chan@parsons.com](mailto:salina.chan@parsons.com) - P: 905.943.0516

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**Ministry of Tourism,  
Culture and Sport**

Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des programmes patrimoine  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7147  
Télé: 416 212 1802



April 13, 2017 (EMAIL ONLY)

Selina Chan  
Environmental Assessment Planner  
Parsons  
625 Cochrane Drive, Suite 500  
Markham, ON L3R 9R9  
E: salina.chan@parsons.com

**RE: MTCS file #: 0002222**  
**Proponent: City of Vaughan**  
**Subject: Draft ESR**  
**Huntington Road from Langstaff Road to McGillivray Road (Part A)**  
**and Major Mackenzie Drive to Nashville Road (Part B)**  
**Location: City of Vaughan, Ontario**

---

Dear Ms. Chan:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Draft Environmental Assessment Report (ESR) for your project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

We have reviewed the draft ESR and offer the following comments.

### **Archaeological Resources**

A Stage 1 Archaeological Assessment has been carried out for this project and included in Appendix C. Stage 2 work, and Stage 3 work alongside the Nashville Cemetery, is named as a mitigation measure to be carried out during detailed design. No distinction is made between alternative design concepts in terms of their potential impacts on archaeological resources.

To the greatest extent possible, the necessary fieldwork including Stage 2 and 3 surveys as appropriate should be carried out during the environmental assessment process itself, so that their results can inform the evaluation of alternatives and selection of mitigation measures. Even with the information available at this time, the evaluation of alternative design concepts could take into account the amount of land with and without archaeological potential, and known archaeological resources identified through previous archaeological assessments in portions of the study corridor, as differences in potential impact to archaeological resources. Similarly, given the heightened sensitivity of the land adjacent to the Nashville Cemetery due to the possibility of human remains, it may be appropriate to treat this as a separate potential impact in the evaluation of alternatives.

In the case of previously unassessed lands that retain archaeological potential and will be disturbed by the proposed undertaking, the Stage 2 property assessment may recommend a Stage 3 site-specific assessment, which in turn may recommend Stage 4 mitigation. Where recommended, all of these stages would need to be completed before construction. As such it is misleading to say in the ESR only that

Stage 3 work will be carried out for the land adjacent to the Nashville Cemetery and Stage 2 work for all other lands with archaeological potential. Again, the necessary Stage 2 and 3 work should ideally be carried out before the conclusion of the EA process, subject to property access etc.

### **Built Heritage and Cultural Heritage Landscapes**

Based on the findings of the Cultural Heritage Assessment Report (CHAR) provided in Appendix B, the evaluation and mitigation of impacts to built heritage resources (BHRs) and cultural heritage landscapes (CHLs) laid out in the ESR is appropriate. However, it is unclear in the CHAR itself how cultural heritage status was determined for BHRs and CHLs without prior recognition. Structures and properties that meet screening criteria as potential cultural heritage resources but have no formal recognition should be evaluated against the criteria in Ontario Regulation (O.Reg.) 9/06. The CHAR does not present such evaluation.

The fourth paragraph of Section 2.3 of the CHAR says that "For Crown owned property, MTCS has established 'Criteria for Determining the Cultural Heritage Value or Interest,' of properties through 'Ontario Regulation 10/6'", implying that O.Reg. 10/06 is the set of criteria of cultural heritage value or interest of Crown-owned properties. In fact, O.Reg. 9/06 applies to the determination of provincial heritage properties; O.Reg. 10/06 contains the criteria for determining heritage properties of provincial significance, whether provincially-owned or otherwise. This relationship is correctly explained in the final paragraph of Section 2.4 of the CHAR.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin  
Heritage Planner  
dan.minkin@ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



Dan Minkin  
Heritage Planner  
Ministry of Tourism, Culture and Sport  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7

**RE: MTCS file #: 0002222**  
**Proponent: City of Vaughan / Parsons**  
**Subject: Draft ESR, Huntington Road from Langstaff Road to McGillivray Road (Part A) and Major Mackenzie Drive to Nashville Road (Part B)**

Dear Dan Minkin,

Thank you for taking the time to review and provide comments on the Huntington Road Class EA draft package as per your letter on April 13, 2017. The draft submission package was sent to several key technical agencies on March 29, 2017 for review and included drafts of the ESR and accompanying sub-discipline reports. The project team has compiled a formal response below, indicating how MTCS's comments have been incorporated into the study.

***MTCS Comment #1: Archaeological Resources***

*A Stage 1 Archaeological Assessment has been carried out for this project and included in Appendix C. Stage 2 work, and Stage 3 work alongside the Nashville Cemetery, is named as a mitigation measure to be carried out during detailed design. No distinction is made between alternative design concepts in terms of their potential impacts on archaeological resources.*

*To the greatest extent possible, the necessary fieldwork including Stage 2 and 3 surveys as appropriate should be carried out during the environmental assessment process itself, so that their results can inform the evaluation of alternatives and selection of mitigation measures. Even with the information available at this time, the evaluation of alternative design concepts could take into account the amount of land with and without archaeological potential, and known archaeological resources identified through previous archaeological assessments in portions of the study corridor, as differences in potential impact to archaeological resources. Similarly, given the heightened sensitivity of the land adjacent to the Nashville Cemetery due to the possibility of human remains, it may be appropriate to treat this as a separate potential impact in the evaluation of alternatives.*

**Proponent Response:** All alternative design concepts for Part A and Part B, with the exception of the Do Nothing alternative, will occupy a 26-metre road right-of-way, regardless of the number of lanes, as per City of Vaughan standards and requirements. Therefore, there are no distinctions between alternative design concepts in terms of their impacts to archaeological resources.



### **MTCS Comment #2: Archaeological Resources**

*In the case of previously unassessed lands that retain archaeological potential and will be disturbed by the proposed undertaking, the Stage 2 property assessment may recommend a Stage 3 site-specific assessment, which in turn may recommend Stage 4 mitigation. Where recommended, all of these stages would need to be completed before construction. As such it is misleading to say in the ESR only that Stage 3 work will be carried out for the land adjacent to the Nashville Cemetery and Stage 2 work for all other lands with archaeological potential. Again, the necessary Stage 2 and 3 work should ideally be carried out before the conclusion of the EA process, subject to property access etc.*

**Proponent Response:** Due to the timing constraints of the project, future archaeological assessments (Stage 2, 3, and 4) have been committed to detailed design. The proponent will revise the wording in the ESR to clarify that future archaeological work does not only include Stage 2 and Stage 3 assessments, but rather that further works may be required pending the results of the Stage 2 and 3 investigations as well.

### **MTCS Comment #3: Cultural Heritage Landscapes**

*Based on the findings of the Cultural Heritage Assessment Report (CHAR) provided in Appendix B, the evaluation and mitigation of impacts to built heritage resources (BHRs) and cultural heritage landscapes (CHLs) laid out in the ESR is appropriate. However, it is unclear in the CHAR itself how cultural heritage status was determined for BHRs and CHLs without prior recognition. Structures and properties that meet screening criteria as potential cultural heritage resources but have no formal recognition should be evaluated against the criteria in Ontario Regulation (O.Reg.) 9/06. The CHAR does not present such evaluation.*

**Proponent Response:** The CHAR identifies properties that may be impacted and that may merit the completion of a Cultural Heritage Evaluation Report, alone or as part of an HIA in a subsequent study post EA, or as part of detail design. The purpose of the CHAR is to identify cultural heritage sensitivities, identify potential impacts and offer mitigation which may include the identification of properties meriting completion of a CHER and/or HIA. The CHAR does not individually evaluate cultural heritage resources at this stage. It collects information on listed or designated properties from local municipalities to identify properties of local significance. The 40-year or older rule is also applied to identify cultural heritage resources that may not be on a municipal heritage register or inventory but are of potential heritage interest or merit.

### **MTCS Comment #4: Cultural Heritage Landscapes**

*The fourth paragraph of Section 2.3 of the CHAR says that "For Crown owned property, MTCS has established 'Criteria for Determining the Cultural Heritage Value or Interest,' of properties through 'Ontario Regulation 10/6'", implying that O.Reg. 10/06 is the set of criteria of cultural heritage value or interest of Crown-owned properties. In fact, O.Reg. 9/06 applies to the determination of provincial heritage properties; O.Reg. 10/06 contains the criteria for determining heritage properties of provincial significance, whether provincially-owned or otherwise. This relationship is correctly explained in the final paragraph of Section 2.4 of the CHAR.*



**Proponent Response:** Regarding Section 2.3, we agree with this interpretation. O.Reg. 9/06 applies to municipal property and is also used for provincial properties in the first phase of determining whether it is a Provincial Heritage Property or a Provincial Heritage Property of Provincial Significance. The CHAR will be revised to reflect this comment.

The proponent believes that these responses have adequately addressed your comments. Please review and indicate if there are any further concerns. You will also be notified of the Notice of Study Completion when the project team is ready to file.

Sincerely,

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

cc: Saad Syed, Consultant Project Manager (Parsons)  
Salina Chan, EA Planner (Parsons)

December 11, 2014

CFN 52114

**BY E-MAIL ONLY** ([mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca))

Mr. Mani Shahrokni, P. Eng., PMP  
City of Vaughan  
Development/Transportation Engineering  
2141 Major Mackenzie Drive West  
Vaughan, Ontario  
L6A 1T1

Dear Mr. Shahrokni:

**Re: Response to Notice of Commencement  
Huntington Road from Langstaff Road to McGillivray Road (Part A) and from Major  
Mackenzie Drive to Nashville Road (Part B)  
Municipal Class Environmental Assessment - Schedule C  
Humber Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on November 7, 2014.

It is our understanding that this undertaking involves the study of the preferred solution and design for road improvements along Huntington Road from Langstaff Road to McGillivray Road and from Major Mackenzie Drive to Nashville Road.

### **TRCA Areas of Interest**

Staff has identified the following Areas of Interest within the study area:

#### **TRCA Regulated Areas**

- Regulation Limit
- Crest of Slope
- Meander Belt
- Regulatory Flood Plain
- Wetlands
- Watercourses

#### **TRCA Program and Policy Areas**

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features
- Living City Programs:
  - Renewable Energy
  - Sustainable Communities
  - Sustainable Technologies
  - Living City Trails
- Terrestrial Natural Heritage Strategy
- Terrestrial Species and Habitat

Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:

- Areas of Natural and Scientific Interest
- Provincially Significant Wetlands
- Provincially Endangered Species

Please contact the relevant federal agency to confirm if there are issues related to:

- Asian Long-horned Beetle Regulated Area
- Federally Endangered Species

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. This list is not inclusive and the onus is on the proponent and its consultants to consult with other agencies as required.

Available mapping and program information regarding these Areas of Interest will be sent under separate cover upon receipt of the fee. Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate.

### **Selection of Alternatives**

In consideration of TRCA's *The Living City Policies*, Ontario Regulation 166/06, and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

TRCA staff recommends that a summary of detailed design commitments be included in the EA as a Pre-design Brief. This summary should include, but not be limited to:

- a. An aerial photo indicating the study area, regulated area, existing conditions and preferred solution/design;
- b. Text indicating the preferred alternative solution/design;
- c. A Reference list of alternative solutions and designs considered;
- d. A synopsis of all TRCA requirements and technical commitments.

It is intended that the proponent and their consultants, as well as TRCA, would use the Pre-design Brief during the preliminary stages of detailed design. In the Pre-design Brief, commitments made during the EA would be clearly articulated in order to facilitate a 90 % detailed design submission to TRCA for all required permits. TRCA staff would then be able to review the required studies, reports or plans; and confirm any additional study requirements or revisions to the submitted materials. Ideally, the completion of the Pre-Design Brief will result in a more timely and streamlined permit approval process in the future.

**TRCA Review**

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to our program and policy concerns. In addition, please add TRCA's Watershed Specialist Vicky McGrath to the project mailing list to receive any public information updates.

A copy of the TRCA Environmental Assessment Review Program Service Delivery Standards, and a summary chart is enclosed for your reference. We recommend you refer to these submission standards during the study to facilitate TRCA review. Please provide the following submissions to expedite TRCA review:

- Notices of public meetings and display material and handouts
- Four hard copies of the Draft EA Document
- One hard copy of the Final EA Document.

Please include a digital copy of all submitted material. Materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Please be advised that the Authority adopted a new fee schedule on January 2, 2012. Pursuant to Resolution #A287/07, the fee for reviewing this Schedule C project is \$18,480. In addition, staff has digital data available that should be used in the selection of the preferred alternative. Upon receipt of the Environmental Assessment review fee, staff will complete its preliminary review and forward the relevant background information and data.

TRCA has been experiencing significant increase in growth area planning and infrastructure implementation review across York Region and our jurisdiction. All municipalities that are moving forward with major growth related Environmental Assessments are required to provide support to TRCA for technical review and coordination either through a negotiated service agreement or fee based review. Staff would be glad to discuss further with senior staff.

Should you have any questions, please contact me at extension 5759 or at [sbevan@trca.on.ca](mailto:sbevan@trca.on.ca).

Yours truly,



Suzanne Bevan  
Senior Planner, Environmental Assessment Planning  
Planning and Development

Encl.: TRCA Areas of Interest Summary Table  
Service Delivery Standards - Recommended TRCA Contact Points

**BY E-MAIL**

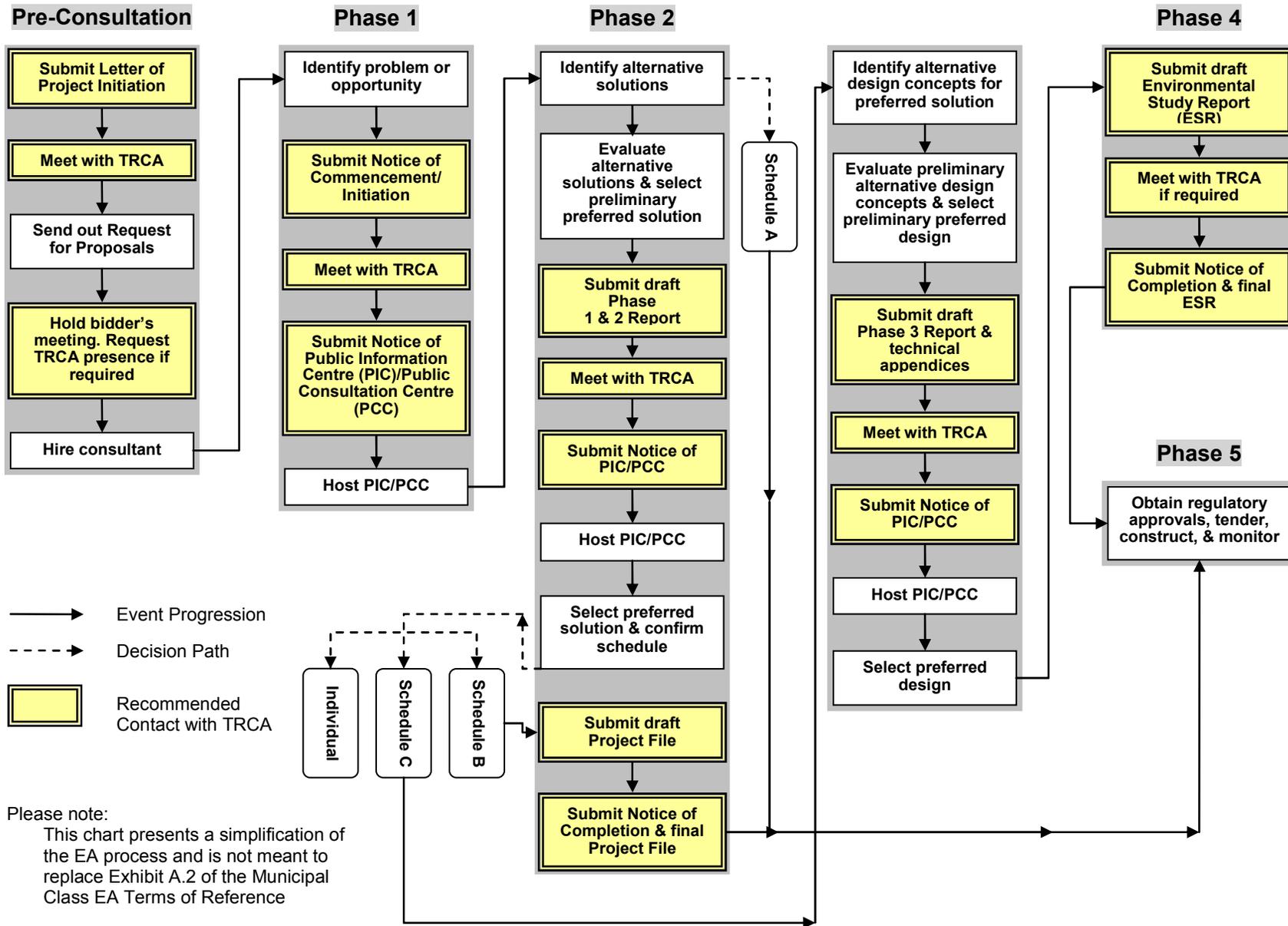
cc: Proponent: Andrew Pearce, City of Vaughan (Andrew.Pearce@vaughan.ca)  
Consultant: Manoj Dilwaria, Parsons (manoj.dilwaria@parsons.com)  
TRCA: Carolyn Woodland, Director, Planning and Development  
Beth Williston, Senior Manager, Environmental Assessment Planning  
June Little, Manager, Development, Planning and Regulation  
Vicky McGrath, Watershed Specialist, Humber River

EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
<b>TRCA REGULATED AREAS</b>	
Regulation Limit <i>GIS data available</i>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's The Living City Policies.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Regulatory Flood Plain <i>Engineered maps may be available</i>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Valley and Stream Corridor Management Program</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.</p>

<p>Watercourses <b>Partial GIS data available</b></p>	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<p><b>TRCA PROGRAM AND POLICY AREAS</b> <i>Note: Additional program and policy information may be available at <a href="http://www.trca.on.ca">www.trca.on.ca</a>, or by request.</i></p>	
<p>Aquatic Species and Habitat <b>GIS data available</b></p>	<p>TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system.</p> <p>If requested, TRCA will provide an opinion as to whether the project and its implementation will cause <i>serious harm</i> to fish. If <i>serious harm</i> to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).</p>
<p>Aquifers and Hydrogeological Features</p>	<p>The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).</p>
<p>Living City Programs</p>	<p>The Living City is a vision adopted by TRCA for a new kind of community, where human settlement can flourish forever as part of nature’s beauty and diversity. The key objectives of the Living City are: healthy rivers and shorelines; regional biodiversity; sustainable communities; and business excellence.</p> <p>Programs associated with TRCA’s Living City include: trails enhancement, renewable energy, sustainable communities, and the <i>Sustainable Technologies Evaluation Program (STEP)</i>.</p>
<p>Terrestrial Natural Heritage System Strategy <b>GIS data available for the refined watershed system</b></p>	<p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA’s <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p>
<p>Terrestrial Species and Habitat <b>GIS data available</b></p>	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA’s <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>



**Service Delivery Standards Recommended TRCA Contact Points in the Municipal Class EA Planning & Design Process**



**EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND  
FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**MEETING MINUTES WITH TORONTO AND REGION CONSERVATION AUTHORITY (TRCA)**

**Held On:**       **Date:** Tuesday, January 12, 2016  
                          **Time:** 9:30 a.m.

**Held At:**       TRCA Head Office, 101 Exchange Avenue, Vaughan, ON

**Attendees:**   **TRCA**  
                          Suzanne Bevan, Senior Planner  
                          Harsha Gammanpila, Planner  
                          Wilfred Ho, Technician  
                          Maria Parish, Ecologist  
                          Scott Smith, Planner

**City of Vaughan**  
Mani Shahrokni, City Project Lead

**Parsons**  
Loren Polonsky, Consultant Project Lead  
Alice Lung, Roadway Designer  
Salina Chan, EA Support

**Purpose:**       Review project progress and preliminary preferred design, and discuss issues with TRCA.

No.	Item	Action
1.	Introductions and Presentation – attendees introduced themselves and Parsons presented information about the project and its progress, including a synopsis of potential environmental impacts.	
2.	TRCA staff noted that the multi-use trail should connect to other existing/planned active transportation networks.	Parsons
3.	TRCA staff noted that a draft Environmental Study Report should be provided for their review. This should be provided in a hard and digital copy and 30 days should be provided for comment.	
4.	TRCA staff indicated that MNR will provide the timing window for the Redside Dace assessment and permitting.	
5.	TRCA staff inquired about the water structures and crossings that will be needed as part of the project. TRCA staff suggested that based on the existing conditions, most culverts/structures would require replacement or extension and that wildlife corridor considerations are needed. In particular, TRCA staff noted that the corrugated steel pipe should be bigger to accommodate aquatic habitat and that channel design and width	Parsons

	should be studied in a fluvial assessment. Parsons staff noted that determining the culvert and wildlife corridor needs for this project would be the next step.	
6.	TRCA staff noted that they had just updated their Humber Hydrology model and suggested that the City consider this new information going forward.	
7.	TRCA staff identified potential concerns for excavation in the vicinity of Huntington Road and the CN Rail crossing due to previous construction along the roadway. This may present some challenges and unanticipated objects, such as tree trunks, that may cause issues during construction.	
8.	TRCA staff noted that the City should consider opportunities (through the design of the roadway and corridor) to address run off and that stormwater and creek runoff/flow should be separated.	Parsons/City of Vaughan
9.	TRCA identified a section of creek that runs parallel to the roadway that will require realignment due to the widening of Huntington Road. Realignment of this section of creek would require, at a minimum, detailed surveys of existing conditions, fisheries assessment, and a detailed assessment so that the creek is not only moved and rehabilitated, but conditions are improved. Parsons will consult with the sub-consultants to assess this need.	Parsons
10.	TRCA staff identified a man-made pond just north of Trade Valley Drive that may be impacted. Parsons staff noted that this was significantly setback enough from the roadway and no impacts are anticipated.	
11.	TRCA staff noted a banquet facility was planned just to the north of Trade Valley Drive and that this might impact the road widening. City staff clarified that this development was put on hold until the Huntington Road EA is completed.	
12.	TRCA staff identified several studies and guidelines that would be a useful resource given the items discussed at the meeting: <i>Natural Heritage Study</i> , <i>Watercourse Crossings Guidelines (2015)</i> , and <i>Natural Channel Design Guidelines</i> .	
13.	TRCA staff thanked staff from the City and Parsons for providing more information on the project.	

If there are any errors or omissions, please advise Loren Polonsky ([loren.polonsky@parsons.com](mailto:loren.polonsky@parsons.com)).

Minutes prepared by: PARSONS



**EA STUDY FOR HUNTINGTON ROAD FROM LANGSTAFF ROAD TO MCGILLIVRAY ROAD (PART A) AND  
FROM MAJOR MACKENZIE DRIVE TO NASHVILLE ROAD (PART B)**

**MEETING MINUTES WITH TORONTO AND REGION CONSERVATION AUTHORITY (TRCA)**

**Held On:**           **Date:** Tuesday, Jun 20, 2016  
**Time:** 1:30 p.m.

**Held At:**           TRCA Head Office, 101 Exchange Avenue, Vaughan, ON

**Attendees:**       **TRCA**  
Suzanne Bevan, Senior Planner  
Rebecca Elliot, Water Resources Engineer  
Maria Parish, Ecologist

**City of Vaughan**  
Mani Shahrokni, City Project Lead

**Parsons**  
Khaled El Dalati, Consultant Project Lead  
Alice Lung, Roadway Designer

**Sanchez Engineering**  
Leonardo Sanchez, Drainage Engineer

**Water’s Edge Environmental Solutions Team**  
Ed Gazendam, Fluvial Geomorphologist

**Purpose:**           Review project progress and preliminary preferred design, and discuss issues with TRCA.

No.	Item	Action
1.	Introductions and Presentation – attendees introduced themselves and Parsons presented information about the project and its progress, including a synopsis of potential environmental impacts.	
2.	TRCA staff noted that Huntington Road will terminate at Major Mackenzie Drive. Parsons should investigate moving Huntington Road Cul-De-Sac north of Tributary 6 to avoid culvert replacement and opportunities to restore channel.	Parsons
3.	Sanchez Engineering presented existing drainage findings and the proposed design: <ul style="list-style-type: none"> <li>- Existing culverts are in good condition but with the proposed roadwork, it is recommended that all culverts be replaced and</li> </ul>	

	<p>upgraded. This would provide opportunities to include small animal crossings through the new culverts.</p> <ul style="list-style-type: none"> <li>- Recommended using a combination of catch basins and Low Impact Development (LID) Options including grassed swales, gutter filters and oil/grit separators.</li> <li>- Draft drainage report was discussed; it will be revised to reflect a 2-lane cross section north of Major Mackenzie Drive.</li> </ul>	
4.	TRCA staff noted that the City should consider opportunities to address run-off and minimize storm water discharging into existing watercourses. Potential mitigating measures to investigate includes: Bio Swale, storm tech chamber under multi-use trail and silver cell.	Sanchez Eng.
5.	Water's Edge presented the realigned creek alignments in the north east quadrant of Huntington Road and Rutherford Road. The draft alignment meanders along the trees, which is intended to keep as many existing trees as possible.	
6.	TRCA staff express concerns over the property ownership of the realigned creek. It would be best under City of Vaughan jurisdiction to minimize potential impact to the creek due to future developments and investigate opportunities to install fence along the property line to avoid unnecessary disturbance to the creek.	City of Vaughan
7.	TRCA staff identified additional fill has been dumped in the flood plain. TRCA to confirm if potential mitigating measures are needed.	TRCA
8.	Floral survey will be needed for detail design and documented in Environmental Study Report (ESR).	Parsons
<b>Next Steps</b>		
9.	Tentative PIC date will be June 29, PIC materials will be email to TRCA for record and review.	City of Vaughan
10.	Meet with property owner where the creek is realigned and present creek realignment plan.	Parsons / City of Vaughan
11.	All reports will be submitted to TRCA in one single package for review.	Parsons

If there are any errors or omissions, please advise Alice Lung (Parsons).

Minutes prepared by: PARSONS

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**From:** Christine Furtado <cfurtado@trca.on.ca>  
**Sent:** Wednesday, April 19, 2017 8:24 AM  
**To:** Chan, Salina  
**Subject:** RE: CFN 52114 Huntington Road EA - Info Request

Thank you Salina for the clarification. I will pass this info along to our technical team. Have a great day.

**Christine Furtado B.Sc., MES Pl.**

Planning, Greenspace and Communications  
Acting Planner I, Environmental Assessment Planning  
Toronto and Region Conservation Authority  
101 Exchange Ave. | Vaughan, ON L4K 5R6  
☎ 416.661.6600 x5310 | ✉ [cfurtado@trca.on.ca](mailto:cfurtado@trca.on.ca)

---

From: "Chan, Salina" <Salina.Chan@parsons.com>  
To: Christine Furtado <cfurtado@trca.on.ca>  
Date: 04/18/2017 04:07 PM  
Subject: RE: CFN 52114 Huntington Road EA - Info Request

---

Hi Christine,

They are both the same model, but the GeoHEC-RAS data contains the contour and background maps used for the model. It was just passed along for additional information if needed.

Hope that helps to clarify.

Thanks,

**Salina Chan**  
Environmental Assessment Planner  
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9  
[salina.chan@parsons.com](mailto:salina.chan@parsons.com) - P: 905.943.0516

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**From:** Christine Furtado [<mailto:cfurtado@trca.on.ca>]  
**Sent:** Tuesday, April 18, 2017 3:31 PM  
**To:** Chan, Salina <Salina.Chan@parsons.com>  
**Subject:** RE: CFN 52114 Huntington Road EA - Info Request

Hello Salina

Can you clarify if the HEC-RAS provided by Saad is different from the geoHEC-RAS model. Does the geo data provide new information or is it the same model data only that it is geo-reference?

Any clarity would be greatly appreciated.

Thank you

**Christine Furtado B.Sc., MES Pl.**

Planning, Greenspace and Communications  
Acting Planner I, Environmental Assessment Planning  
Toronto and Region Conservation Authority  
101 Exchange Ave. | Vaughan, ON L4K 5R6  
☎ 416.661.6600 x5310 | ✉ [cfurtado@trca.on.ca](mailto:cfurtado@trca.on.ca)

---

From: "Chan, Salina" <[Salina.Chan@parsons.com](mailto:Salina.Chan@parsons.com)>  
To: [christine.furtado@trca.on.ca](mailto:christine.furtado@trca.on.ca); [christine.furtado@trca.on.ca](mailto:christine.furtado@trca.on.ca)  
Cc: [sbean@trca.on.ca](mailto:sbean@trca.on.ca); [syed.aad@parsons.com](mailto:syed.aad@parsons.com); [hahrokni@trca.on.ca](mailto:hahrokni@trca.on.ca); [ManiMani@trca.on.ca](mailto:ManiMani@trca.on.ca)  
Date: 04/12/2017 04:16 PM  
Subject: RE: CFN 52114 Huntington Road EA - Info Request

---

Hi Christine,

Further to your information request for the HEC-RAS model, a geoHEC-RAS model was also developed for the assessment and is attached in the download link below should TRCA be interested in reviewing it.

Download link: <https://parsons.sharefile.com/d-s7d1bcbce79043c4b> [[parsons.sharefile.com](https://parsons.sharefile.com)]

Thank you,

**Salina Chan**

Environmental Assessment Planner  
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9  
[salina.chan@parsons.com](mailto:salina.chan@parsons.com) - P: 905.943.0516

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**From:** Christine Furtado [<mailto:christine.furtado@trca.on.ca>]  
**Sent:** Wednesday, April 05, 2017 9:44 AM  
**To:** [Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca); Syed, Saad <[Saad.Syed@parsons.com](mailto:Saad.Syed@parsons.com)>  
**Cc:** Suzanne Bevan <[SBevan@trca.on.ca](mailto:SBevan@trca.on.ca)>  
**Subject:** CFN 52114 Huntington Road EA - Info Request

Good day, Mani.

TRCA staff received a link to the Draft ESR and supporting documentation for the Huntington Road EA on March 30, 2017.

In order to conduct our review, can you please provide TRCA with the supporting HEC-RAS model data used in your assessment.

Also, as per meeting minutes (dated January 12, 2016, Item #3) in the record of consultation, TRCA requested

30 days to review the Draft ESR and would like to commit to this timeline.

Regards,

**Christine Furtado B.Sc., MES Pl.**

Planning, Greenspace and Communications  
Acting Planner I, Environmental Assessment Planning  
Toronto and Region Conservation Authority  
101 Exchange Ave. | Vaughan, ON L4K 5R6  
☎416.661.6600 x5310 | ✉[cfurtado@trca.on.ca](mailto:cfurtado@trca.on.ca)

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*Thank you."*

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*Thank you."*

July 4, 2017

CFN 52114

**BY E-MAIL ONLY** ([mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca))

Mr. Mani Shahrokni, P. Eng., PMP  
City of Vaughan  
Development/Transportation Engineering  
2141 Major Mackenzie Drive West  
Vaughan, Ontario  
L6A 1T1

Dear Mr. Shahrokni:

**Re: Response to Draft Environmental Study Report  
Huntington Road from Langstaff Road to McGillivray Road (Part A) and from Major  
Mackenzie Drive to Nashville Road (Part B)  
Municipal Class Environmental Assessment - Schedule C  
Humber Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the link to the Draft ESR for the above noted Environmental Assessment (EA) on March 30, 2017 and geoHEC-RAS April 12, 2017. TRCA Water Resources comments were provided on May 9, 2017 followed by a conference call with the City and consultant on May 10, 2017. Please note that these comments are provided again in Appendix A, 11-14.

It is our understanding that this studied the preferred solution and design for road improvements, Part A along Huntington Road from Langstaff Road to McGillivray Road and Part B from Major Mackenzie Drive to Nashville Road.

It is our understanding that the preferred alternative for Part A from Langstaff Road to Rutherford Road is a four-lane urban roadway with multi-use trail and sidewalk. The recommended alternative from Rutherford Road to McGillivray Road is a four-lane urban roadway with multi-use trail. A sidewalk was deemed unnecessary along this portion of Part A as there would be no development to the west due to the existing CP lands. The recommended alternative for Part B is a two-lane urban roadway with multi-use trail as this section will see lower traffic demand than Part A and a multi-use trail was sufficient to meet pedestrian and cycling needs for the corridor.

While staff has no objection in principle to the preferred alternative, the following concerns must be addressed in the final EA document. Comments are provided in Appendix A and in addition to the responses should be included in the final EA report.

Please ensure TRCA receives a copy of the Notice of Study Completion, as well as one (1) hard copy and one (1) digital copy of the final ESR. The final EA document should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how these comments have been or will be addressed.

As you are aware, permits in accordance with Ontario Regulation 166/06 are required from TRCA prior to project construction. Please ensure that TRCA requirements and technical commitments made during the EA stage inform the detailed design. The permit application form, together with additional submission checklist and guidelines are also available on our website should be used as appropriate to inform the development of your application. These can be found under the Planning and Permitting, Environmental Assessment section of the TRCA website.

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. The onus is on the proponent and its consultants to consult with other agencies as required.

Thank you for your consultation to date and staff appreciate your time and effort on previous discussions. Should you have any questions, please contact me at extension 5759 or at [sbevan@trca.on.ca](mailto:sbevan@trca.on.ca).

Yours truly,



Suzanne Bevan  
Senior Planner, Environmental Assessment Planning  
Planning and Development

**BY E-MAIL**

cc: Consultant: Saad Syed, Parsons (saad.syed@parsons.com)  
TRCA: Beth Williston, Senior Manager, Environmental Assessment Planning  
June Little, Manager, Development, Planning and Regulation  
Coreena Smith, Senior Planner, Development, Planning and Regulation  
Scott Smith, Planner II, Environmental Assessment Planning  
Ryan Ness, Watershed Specialist, Humber and Corporate Strategy Lead

APPENDIX A – TRCA COMMENTS

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
<b>Ecology</b>		
1.	<p>a) Please note the Humber Fisheries Management Plan (2005) is considered an outdated document. The only aquatic habitat investigations appear to have occurred in October 2014. Please note an October evaluation is not sufficient to determine if streams are seasonal habitat. Spring surveys are required.</p> <p>b) Please note TRCA prefers amphibian surveys to be completed at the EA stage as this information may impact road alignment or road crossings. Please confirm whether amphibian surveys will be done at the EA stage or at Detailed Design.</p> <p>c) Please update the report to include the timing of fish surveys and habitat assessments within the body of the report.</p>	
2.	Please include Headwater Drainage Feature evaluations within the EA or a commitment to evaluate them at detailed design as they may impact the road alignment.	
3.	Please note although Robinson Creek and Rainbow Creek were not considered contributing Redside Dace habitat, Redside Dace has been up-listed federally. Continual communication with MNRF and DFO should occur throughout the project as requirements may change.	
4.	Please evaluate shifting the road widening in Part B near Nashville Road to the east to avoid the larger tract of Forest immediately southwest of Huntington Road and Nashville Road. Please provide rationale.	
5.	Between crossing 8 and 9 (1+400) on the east side of Huntington is an Ecologically Significant Forest and on the west side is a naturalized wetland. Staff request that efforts be examined to reduce impacts (grading etc...) in this area.	
6.	Please ensure crossing #4 and #9 allow for wildlife passage. Please utilize TRCA's Crossings Guideline for Valley and Stream Corridors, 2015 for designing and implementing appropriate wildlife crossings.	
7.	<p>The "areas" description on page 22 is not correct. There are several natural heritage polygons included in these "areas" that are not residential or commercial areas.</p> <p>a) Please update all "areas" to be ELC communities and include them within the ELC polygon section. For example A4a-A4b requires a natural heritage evaluation and ELC classification as they are riparian areas.</p>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	b) Please clarify why A9 is considered a wetland but classified as a CU or revise the ELC classification. c) Please clarify if area 10 is a watercourse. The description is confusing.	
8.	Please note it has been TRCA's experience that straw bales do no work as check dams and as a result TRCA does not recognize them as effective Erosion and Sediment Control measures. Please ensure alternative check dams are utilized during detail design.	
Water Resources	Provided May 9, 2017	Conference Call May 10, 2017- Please update.
9.	<p><b>Hydrology</b></p> <ul style="list-style-type: none"> <li>a) Please explain the significance of re-evaluating the hydrology contributing to culverts within the TRCA's hydraulic model for which flow data had already been provided.</li> <li>b) Please provide a table of the input parameters utilized for each element within the hydrologic modeling and brief discussion on their determination. Please provide the rationale and the source for the runoff coefficients utilized as part of the rational method.</li> <li>c) It appears from Appendix A of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) that rainfall intensities have been generated as per the MTO IDF Curve lookup tool. Please provide rationale as to why the City of Vaughan's IDF Curves were not used to generate the rainfall intensities. A sensitivity analysis may be required comparing IDF Curves and/or rainfall durations/distributions.</li> <li>d) Please confirm if there is to be congruence between the peak flow values of the Rational Method and Visual Otthymo output provided within Appendix A and the peak flow values provided within Tables 5 and 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017.) TRCA staff has noted that the peak flows within Tables 5 and 6 do not correspond to peak flows within the modelling results (using the noted contributing drainage areas as a guide for comparison.) Please review and revise, accordingly, or clarify why there is a difference between the tables and the model.</li> </ul>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	<p>e) Please note that TRCA has not provided an in-depth review of the hydrologic modelling based on the concerns noted in the aforementioned comments.</p>	
10.	<p><b>Stormwater Management</b></p> <p>a) Based on Table 8 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) the total right-of-way (R.O.W.) area of the site is 15.46 ha. Table 8 also indicates an increase in impervious coverage for the site of 4.58 impervious hectares (i.e. 7.84 - 3.26) between the existing and proposed conditions. TRCA is of the opinion that, given the nature of the work and the size of the site, the site would be subject to the implementation of quantity controls. The assessment of peak flows provided within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) is focused on the culverts along Huntin5211gton Road but does not provide an assessment of peak flows or peak timing on a watershed scale. Unit flow relationships for quantity control release rates have been determined for this location within the Humber River Watershed and can be found within Appendix A of the TRCA's Stormwater Management Criteria. Please provide quantity controls for this site, applying the aforementioned unit flow relationships for the proposed release rates. <i>Please note unit flow relationships are currently being updated for the Humber River. The most up-to-date unit flow relationships will need to be used at the time of the detailed design.</i></p> <p>b) The minimum erosion control/water balance requirement for all watercourses within TRCA's jurisdiction is retention of the first 5 mm of every rainfall event. For sites with stormwater management facilities, extended detention of the 25 mm event for a period of 48 hours would be required as per the guidance provided within the TRCA's Stormwater Management Criteria. Please discuss how erosion control will be achieved.</p> <p>c) It is noted within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) that bio-retention, gutter filters, catch basin controls, grassed swales, and oil/grit separators have been recommended as potential stormwater management alternatives. TRCA is open to a variety of LID BMPs although has not typically seen the implementation of gutter filters. Please demonstrate during the EA stage that the LIDs are feasible and that the municipality is supportive of the implementation of the aforementioned alternatives and are aware of their maintenance requirements. Please be aware that some of the proposed LID discussed within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) could be utilized to help achieve the aforementioned criteria.</p>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	<p>d) Section 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) indicates the use of straw bale check dams. It should be noted that TRCA does not accept the use of straw bale check structures. Please revise the erosion sediment control strategy to include alternative measures (e.g. silt soxx.)</p>	
11.	<p><b>Fluvial Geomorphology &amp; Hydraulics</b></p> <p>a) Please provide a final fluvial geomorphological assessment in future submissions, complete with details regarding the plan, profile, and sections of the realigned, naturalized channel along reach ER 5. The proposed HEC RAS model should incorporate the cross sections and elevations determined as part of the fluvial geomorphological assessment to confirm conveyance capacity of the bankfull channel and meander belt.</p> <p>b) The Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) does not discuss the findings from the Fluvial Geomorphological Assessment and Meander Belt Width Assessment, Water's Edge, 2016 (FGA and MBWA Report) and does not address the determination of culvert sizing in relation to TRCA's Watercourse Crossing guidelines. It is noted that the meander belt widths within the FGA and MBWA Report are significantly wider than the proposed culvert spans. As per Table 3 of TRCA's Watercourse Crossing guidelines, the 100 year channel migration is the subsequent preference for sizing proposed culverts, which was not noted within the provided FGA and MBWA Report. Please provide the 100 year channel migration limits and how they compare with the proposed structure spans. Please ensure the proposed crossing sizes are supported by fluvial geomorphological recommendations and increase culvert sizes as required.</p> <p>c) Please provide meander belt widths and 100 year channel migration limits within the FGA and MBWA Report for the remaining "transverse drainage" culverts Cu 4 and Cu 7 or provide further justification as to why they were excluded. This comment has been provided given the 70+ hectares contributing drainage area (as per the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017)) to Cu 4 and Cu 7. Please ensure the proposed crossing sizes are supported by fluvial geomorphological recommendations and increase culvert sizes as required.</p>	
12.	<p><b>Hydrologic</b></p> <p>a) Please describe, in detail, within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), the modelling supporting this application and how it was derived from the TRCA modelling provided. Staff notes considerable discrepancies between the TRCA model and the model</p>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	<p>developed by Sanchez Engineering Inc. and require a better understanding of how the model was developed.</p> <p>b) Please explain why critical depth was selected as the downstream boundary condition, within HEC-RAS, as opposed to “known water surface elevations” (which could be determined from the TRCA’s HEC-RAS model, provided) or “normal depth.” Please describe why critical flow is anticipated at these downstream boundaries.</p> <p>c) Please provide confirmation regarding the HEC-RAS plans provided. Staff understand that plan “Proposed.ExistQ” is to represent the proposed condition with existing flows. Staff are uncertain however as to the nature of “Exist.Culv.ExistQ” (believed to represent existing conditions) as the culvert dimensions do not correspond with those in the TRCA’s approved HEC-RAS model.</p> <p>d) Profile lowerings are present between the “Proposed.ExistQ” and “Exist.Culv.ExistQ” plans within the HEC-RAS model, which would suggest in-creek work will be required for the installation of certain proposed culverts. Please discuss any required in-creek work within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), as well as the associated fluvial geomorphological report, and clearly define the extents with which alterations and rehabilitation will occur.</p> <p>e) It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 1+330 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 1 (Reach), 1020 (River Sta.) Please confirm if the specified Manning’s ‘n’ value of 0.024 at this hydraulic structure is appropriate or revise accordingly.</p> <p>f) It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 1+524 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 2 (Reach), 1031 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies two 1200 mm Ø CSPs whereas the HEC-RAS hydraulic model specifies a single 1500 mm Ø CMP. Please also explain why the flows specified for Station 1+524, in Table 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), have not been applied to the HEC-RAS model.</p> <p>g) It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 2+460 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 3 (Reach), 1012 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies two 2400 mm by 1200 mm concrete box whereas the</p>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	<p>HEC-RAS hydraulic model specifies a single 2700 mm by 1500 mm box. Please also confirm if the specified Manning's 'n' value of 0.024 at this hydraulic structure is appropriate or revise accordingly.</p> <p>h) It is TRCA staff's understanding that the proposed culvert crossing located at Huntington Road station 3+320 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 4 (Reach), 2125 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies a single 2700 mm by 1500 mm concrete box whereas the HEC-RAS hydraulic model specifies two 3000 mm by 1800 mm box.</p> <p>i) It is TRCA staff's understanding that the proposed culvert crossing located at Huntington Road station 3+768 corresponds to the HEC-RAS hydraulic structure located at Tributary 5 (River), Main Reach (Reach), 2994 (River Sta.) Please confirm if the specified Manning's 'n' value of 0.024 at this hydraulic structure is appropriate or revise accordingly.</p> <p>j) It is TRCA staff's understanding that the culvert crossing located at Rutherford Road (east of Huntington Road) corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary DS02 (Reach), 1686 (River Sta.) Please explain the discrepancy in culvert size between the HEC-RAS geometry files, as the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) does not make reference to updates to this hydraulic structure.</p> <p>k) It is noted that the Chart # and Scale # of the hydraulic structures at Robinson Creek (River), Tributary 4 (Reach), 2125 (River Sta.) and Tributary 5 (River), Main Reach (Reach), 2994 (River Sta.) are identical, suggesting similar end treatment of the culverts. It is noted however that the entrance loss coefficients for these structures are dissimilar. Please review and revise the loss coefficients for all hydraulic structures, as required, and provide, at least within the comment response, rationale for the selected values.</p> <p>l) Please provide permanent, ineffective flow areas for each hydraulic structure within the HEC-RAS model, as per the guidance provided in the HEC-RAS Hydraulic Reference Manual.</p> <p>m) Please revise contraction/expansion coefficients at cross-sections bounding a hydraulic structure, as per the guidance provided in the HEC-RAS Hydraulic Reference Manual.</p> <p>n) Section 4.0 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) indicates that all of the Huntington Road road-crossing culverts within the limits of the site provide direct or indirect fishery support. Please confirm which of the proposed culverts are open-footing or countersunk to</p>	

ITEM	TRCA COMMENTS (July 4, 2017)	RESPONSE
	<p>support fishery with a naturalized channel bottom. For those that do support fishery, please revise Manning's 'n' values, depth to use Manning's 'n,' and depth blockage accordingly to represent the naturalized channel bottom.</p> <p>o) For the bridge modelling approach, include pressure/weir as a high flow method, using TRCA's approved HEC-RAS modelling as a guide.</p> <p>p) Please confirm how the proposed local crossings (i.e. located at Huntington Road Stations: 1+140, 2+985, 5+793, 5+979, 6+226) were sized given that they are not present within the HEC-RAS model. Please provide supporting calculations.</p> <p>q) Once the HEC-RAS modelling comments have been addressed and there is agreement with TRCA staff regarding the HEC-RAS model, please provide drawings showing the extents of the existing and proposed regulatory floodline.</p> <p>r) Please note that TRCA will be in a better position to review the hydraulic modeling results once the aforementioned modelling comments have been addressed.</p>	



October 24, 2017

Suzanne Bevan  
Senior Planner, Environmental Assessment Planning  
Toronto and Region Conservation Authority  
5 Shoreham Drive  
Toronto, ON M3N 1S4

**RE: Response to Draft Environmental Study Report  
Huntington Road from Langstaff Road to McGillivray Road (Part A) and Major Mackenzie Drive to Nashville Road (Part B)  
Municipal Class Environmental Assessment – Schedule 'C'  
Humber Watershed; City of Vaughan; Regional Municipality of York**

Dear Suzanne Bevan,

Thank you for taking the time to review and provide comments on the Huntington Road Class EA draft package as per comments received May 9, 2017 and your letter on July 4, 2017. The draft submission package was sent to several key technical agencies for review and included drafts of the ESR and accompanying sub-discipline reports. Since then, there has been extensive and effective correspondence between TRCA, the City of Vaughan and its consultant, Parsons, that have helped to move the study forward.

In light of the comments and as requested by TRCA, the project team has compiled a table below, indicating how MOECC's comments have been or will be addressed. Please review and indicate if there are any further concerns. You will also be notified of the Notice of Study Completion when the project team is ready to file. One (1) hard copy and one (1) digital copy will also be provided to you.

The project team appreciates all the efforts TRCA has put into helping bring this EA study to completion. Should you have any further questions, please contact Mani Shahrokni (mani.shahrokni@vaughan.ca) or Saad Syed (Saad.Syed@parsons.com).

Sincerely,

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

cc:

Selma Hubjer, Manager, Transportation Planning (City of Vaughan)  
Ruth Rendon, Senior Planner, Environmental (City of Vaughan)  
Saad Syed, Consultant Project Manager (Parsons)  
Salina Chan, Environmental Planner (Parsons)



ITEM	TRCA COMMENTS	RESPONSE
Ecology (Provided July 4, 2017)		
1.	<p>a) Please note the Humber Fisheries Management Plan (2005) is considered an outdated document. The only aquatic habitat investigations appear to have occurred in October 2014. Please note an October evaluation is not sufficient to determine if streams are seasonal habitat. Spring surveys are required.</p> <p>b) Please note TRCA prefers amphibian surveys to be completed at the EA stage as this information may impact road alignment or road crossings. Please confirm whether amphibian surveys will be done at the EA stage or at Detailed Design.</p> <p>c) Please update the report to include the timing of fish surveys and habitat assessments within the body of the report.</p>	<p>a) The TRCA conducted fish surveys at station HU018WM within the study area (Rainbow Creek) and HU019WM downstream of the study area (Robinson Creek – tributary of Rainbow Creek). Their surveys were conducted in July/August of 2001, 2004, 2007, 2008, and 2010. At project initiation, these surveys were considered by SLR (natural environment sub) to be current and were relied upon to characterize the fish community and screen for species of concern. In 2014, SLR conducted confirmatory fish community surveys in all tributaries of Robinson and Rainbow Creeks in the study area in the Fall to both augment previous surveys and screen for the presence of species of concern. Nonetheless, further spring fish surveys will be completed in detailed design.</p> <p>b) Suitable amphibian habitat of significance is scarce within the area of proposed disturbance. The northern woodlot/swamp is the feature with the highest potential for breeding habitat and the majority of this feature is avoided by the preferred alternative. Although potentially suitable habitat of high significance has been avoided, amphibian surveys will be completed in detailed design to confirm whether design consideration should be given to amphibian passage within the culvert improvements along the creek crossings.</p> <p>c) The works described in 1a) and 1b) have been included in Section 9 (Future Commitments) of the ESR.</p>
2.	Please include Headwater Drainage Feature evaluations within the EA or a commitment to evaluate them at detailed design as they may impact the road alignment.	The Headwater Drainage Feature assessment should not affect the design/selection of crossing details. As all drainage crossings were pre-existing (i.e. no new road alignments) and a Fluvial Geomorphology Assessment Study was completed as part of the EA for each crossing, the need for a HDF assessment is not warranted as part of the Class EA study.
3.	Please note although Robinson Creek and Rainbow Creek were not considered contributing Redside Dace habitat, Redside Dace has been up-listed federally.	Further consultation with MNRF and DFO were included as future work under Section 9 or the ESR.



CANADA 150



	Continual communication with MNRF and DFO should occur throughout the project as requirements may change.	
4.	Please evaluate shifting the road widening in Part B near Nashville Road to the east to avoid the larger tract of Forest immediately southwest of Huntington Road and Nashville Road. Please provide rationale.	The proposed Huntington Road design has symmetrically widening on both sides. Such a design has an equal/similar impact to all four quadrants of the intersection. It is not recommended to shift the roadway further east because of grading issues to the property on the east, impacts to the driveway and potentially elimination of the turn around on the property. Currently a turn around exists within the property, and eliminating the turn around may result in safety concerns as vehicles have to back out onto Huntington Road with close proximity to the intersection. The proposed design protects the 26m road ROW required along Huntington Road; however, as there is no immediate need for the boulevard or sidewalk, the ROW limit and grading impact can be further investigated in detailed design to minimize impacts to the forest.
5.	Between crossing 8 and 9 (1+400) on the east side of Huntington is an Ecologically Significant Forest and on the west side is a naturalized wetland. Staff request that efforts be examined to reduce impacts (grading etc...) in this area.	Profile and grading will be refined in detailed design to investigate opportunities to minimize impacts in that area.
6.	Please ensure crossing #4 and #9 allow for wildlife passage. Please utilize TRCA's Crossings Guideline for Valley and Stream Corridors, 2015 for designing and implementing appropriate wildlife crossings.	Wildlife passages will be further confirmed in detailed design following future field studies. This work has been added to Section 9 of the ESR.
7.	<p>The "areas" description on page 22 is not correct. There are several natural heritage polygons included in these "areas" that are not residential or commercial areas.</p> <ul style="list-style-type: none"> <li>a) Please update all "areas" to be ELC communities and include them within the ELC polygon section. For example A4a-A4b requires a natural heritage evaluation and ELC classification as they are riparian areas.</li> <li>b) Please clarify why A9 is considered a wetland but classified as a CU or revise the ELC classification.</li> <li>c) Please clarify if area 10 is a watercourse. The description is confusing.</li> </ul>	<ul style="list-style-type: none"> <li>a) The Natural Heritage Report and ESR have been revised by including all the "areas" as ELC polygons. See revised Section 4.3.1 and Table 4.</li> <li>b) &amp; c) A9 and A10 reclassified into Polygon 22 and 23 and an updated description given in report in Section 4.3.1.1.</li> </ul>



8.	Please note it has been TRCA's experience that straw bales do no work as check dams and as a result TRCA does not recognize them as effective Erosion and Sediment Control measures. Please ensure alternative check dams are utilized during detail design.	Wording was revised for ESC measures under Section 8 and Detailed Design work under Section 9 of the ESR to reflect that other check dams, such as rock or silt dams, will be evaluated and refined in Detailed Design.
Water Resources - Hydrology (Provided May 9, 2017)		
9a.	Please explain the significance of re-evaluating the hydrology contributing to culverts within the TRCA's hydraulic model for which flow data had already been provided.	Following review, the SEI flows were used. Additional text was added to Section 4.3 and a table added to Appendix A.
9b.	Please provide a table of the input parameters utilized for each element within the hydrologic modeling and brief discussion on their determination. Please provide the rationale and the source for the runoff coefficients utilized as part of the rational method.	A table of input parameters and the runoff coefficient values have been included in Appendix A.
9c.	It appears from Appendix A of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) that rainfall intensities have been generated as per the MTO IDF Curve lookup tool. Please provide rationale as to why the City of Vaughan's IDF Curves were not used to generate the rainfall intensities. A sensitivity analysis may be required comparing IDF Curves and/or rainfall durations/distributions.	Additional text was added to Section 4.3 and a comparison is shown in Appendix A.
9d.	Please confirm if there is to be congruence between the peak flow values of the Rational Method and Visual Otthymo output provided within Appendix A and the peak flow values provided within Tables 5 and 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017.) TRCA staff has noted that the peak flows within Tables 5 and 6 do not correspond to peak flows within the modelling results (using the noted contributing drainage areas as a guide for comparison.) Please review and revise, accordingly, or clarify why there is a difference between the tables and the model.	The flows in Table 6 were corrected based on the flows in Appendix A.
9e.	Please note that TRCA has not provided an in-depth review of the hydrologic modelling based on the concerns noted in the aforementioned comments.	Acknowledged.



Water Resources – Stormwater Management (Provided May 9, 2017)		
10a.	<p>Based on Table 8 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) the total right-of-way (R.O.W.) area of the site is 15.46 ha. Table 8 also indicates an increase in impervious coverage for the site of 4.58 impervious hectares (i.e. 7.84 - 3.26) between the existing and proposed conditions. TRCA is of the opinion that, given the nature of the work and the size of the site, the site would be subject to the implementation of quantity controls. The assessment of peak flows provided within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) is focused on the culverts along Huntin5211gton Road but does not provide an assessment of peak flows or peak timing on a watershed scale. Unit flow relationships for quantity control release rates have been determined for this location within the Humber River Watershed and can be found within Appendix A of the TRCA's Stormwater Management Criteria. Please provide quantity controls for this site, applying the aforementioned unit flow relationships for the proposed release rates. Please note unit flow relationships are currently being updated for the Humber River. The most up-to-date unit flow relationships will need to be used at the time of the detailed design.</p>	<p>The unit flows in the 2012 SWM Criteria document were calculated and are provided in Table 12. The corresponding allowable outflows are provided in Table 13.</p> <p>Based on the flow per area, it would be necessary to provide storage for storm water quantity control. However, as discussed in Section 5.6, bio-retention and enhanced grassed swales can provide significant flow reduction.</p>
10b.	<p>The minimum erosion control/water balance requirement for all watercourses within TRCA's jurisdiction is retention of the first 5 mm of every rainfall event. For sites with stormwater management facilities, extended detention of the 25 mm event for a period of 48 hours would be required as per the guidance provided within the TRCA's Stormwater Management Criteria. Please discuss how erosion control will be achieved.</p>	<p>The use of LID measures is expected to provide sufficient retention to store the first 5mm of every rainfall event. Calculations are provided to demonstrate this.</p>
10c.	<p>It is noted within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) that bio-retention, gutter filters, catch basin controls, grassed swales, and oil/grit separators have been recommended as potential stormwater management alternatives. TRCA is open to a variety of LID BMPs although has not typically seen the implementation of gutter filters. Please demonstrate during the EA stage that the LIDs are feasible and that the</p>	<p>The provided LID measures can achieve more than 15mm of retention for every event. Gutter filters were considered an option but not ultimately recommended.</p>



CANADA 150



	<p>municipality is supportive of the implementation of the aforementioned alternatives and are aware of their maintenance requirements. Please be aware that some of the proposed LID discussed within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) could be utilized to help achieve the aforementioned criteria.</p>	
10d.	<p>Section 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) indicates the use of straw bale check dams. It should be noted that TRCA does not accept the use of straw bale check structures. Please revise the erosion sediment control strategy to include alternative measures (e.g. silt soxx.)</p>	<p>The change was made in the report.</p>
<p>Water Resources – Fluvial Geomorphology &amp; Hydraulics (Provided May 9, 2017)</p>		
11a.	<p>Please provide a final fluvial geomorphological assessment in future submissions, complete with details regarding the plan, profile, and sections of the realigned, naturalized channel along reach ER 5. The proposed HEC RAS model should incorporate the cross sections and elevations determined as part of the fluvial geomorphological assessment to confirm conveyance capacity of the bankfull channel and meander belt.</p>	<p>See Final Fluvial Geomorphological Assessment and Meander Belt width Assessment as well as Section 4.4, Tables 9 and 10 of the Drainage and Hydrology Report. Sections 4.4.3 and 4.5. The creek realignment will be finalized in detailed design.</p>
11b.	<p>The Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) does not discuss the findings from the Fluvial Geomorphological Assessment and Meander Belt Width Assessment, Water’s Edge, 2016 (FGA and MBWA Report) and does not address the determination of culvert sizing in relation to TRCA’s Watercourse Crossing guidelines. It is noted that the meander belt widths within the FGA and MBWA Report are significantly wider than the proposed culvert spans. As per Table 3 of TRCA’s Watercourse Crossing guidelines, the 100 year channel migration is the subsequent preference for sizing proposed culverts, which was not noted within the provided FGA and MBWA Report. Please provide the 100 year channel migration limits and how they compare with the proposed structure spans. Please ensure the proposed</p>	<p>The 100-year migration limits and the fluvial geomorphological recommendations are discussed in Section 4.4</p>



	crossing sizes are supported by fluvial geomorphological recommendations and increase culvert sizes as required.	
11c.	Please provide meander belt widths and 100 year channel migration limits within the FGA and MBWA Report for the remaining “transverse drainage” culverts Cu 4 and Cu 7 or provide further justification as to why they were excluded. This comment has been provided given the 70+ hectares contributing drainage area (as per the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017)) to Cu 4 and Cu 7. Please ensure the proposed crossing sizes are supported by fluvial geomorphological recommendations and increase culvert sizes as required.	See Final Fluvial Geomorphological Assessment and Meander Beltwidth Assessment for consideration of culverts 4 and 7. Also see Section 4.4.3 which considers the proposed crossing sizes as supported by fluvial geomorphological recommendations.
Water Resources – Hydrologic (Provided May 9, 2017)		
12a.	Please describe, in detail, within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), the modelling supporting this application and how it was derived from the TRCA modelling provided. Staff notes considerable discrepancies between the TRCA model and the model developed by Sanchez Engineering Inc. and require a better understanding of how the model was developed.	The model that was used was developed independently of the TRCA model, because the TRCA model was not available until late in the study. It is recognized that the model used and the TRCA model are not identical, however the purpose of the model is to define the required waterway opening dimensions to meet hydraulic capacity requirements. It is considered acceptable to compare the existing and proposed conditions based on the model developed. The model is discussed further in Section 4.4 and Appendix B.
12b.	Please explain why critical depth was selected as the downstream boundary condition, within HEC-RAS, as opposed to “known water surface elevations” (which could be determined from the TRCA’s HEC-RAS model, provided) or “normal depth.” Please describe why critical flow is anticipated at these downstream boundaries.	Section 4.4 explains: It is noted that the calculations in the model were started using critical depth at the downstream section of the model. The water surface profiles will converge to the actual water surface profiles after a few cross-sections. Since the flood levels of interest are at the crossing and upstream of it, by starting sufficiently far will assure that the model has converged at the site.
12c.	Please provide confirmation regarding the HEC-RAS plans provided. Staff understand that plan “Proposed.ExistQ” is to represent the proposed condition with existing flows. Staff are uncertain however as to the nature of “Exist.Culv.ExistQ” (believed to represent existing conditions) as the culvert dimensions do not correspond with those in the TRCA’s approved HEC-RAS model.	The culvert dimensions for the existing conditions were taken from the As-Built drawings for Huntington Road.



CANADA 150



12d.	Profile lowerings are present between the “Proposed.ExistQ” and “Exist.Culv.ExistQ” plans within the HEC-RAS model, which would suggest in-creek work will be required for the installation of certain proposed culverts. Please discuss any required in-creek work within the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), as well as the associated fluvial geomorphological report, and clearly define the extents with which alterations and rehabilitation will occur.	The report was modified by adding discussion of the stream lowerings. See last paragraph of Section 4.4. It is not possible to address the full extent of the work required at this stage in the design, but should be addressed in detail during the detail design of the road improvements.
12e.	It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 1+330 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 1 (Reach), 1020 (River Sta.) Please confirm if the specified Manning’s ‘n’ value of 0.024 at this hydraulic structure is appropriate or revise accordingly.	The Manning’s ‘n’ value for this culvert reflects the combination of n-value in the streambed and the walls of the culvert.
12f.	It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 1+524 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 2 (Reach), 1031 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies two 1200 mm Ø CSPs whereas the HEC-RAS hydraulic model specifies a single 1500 mm Ø CMP. Please also explain why the flows specified for Station 1+524, in Table 6 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017), have not been applied to the HEC-RAS model.	Where there is a discrepancy in information, the report/model has been revised to match.
12g.	It is TRCA staff’s understanding that the proposed culvert crossing located at Huntington Road station 2+460 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 3 (Reach), 1012 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies two 2400 mm by 1200 mm concrete box whereas the HEC-RAS hydraulic model specifies a single 2700 mm by 1500 mm box. Please also confirm if the specified Manning’s ‘n’ value of 0.024 at this hydraulic structure is appropriate or revise accordingly.	Where there is a discrepancy in information, the report/model has been revised to match.



CANADA 150



12h.	It is TRCA staff's understanding that the proposed culvert crossing located at Huntington Road station 3+320 corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary 4 (Reach), 2125 (River Sta.) Please explain why Table 7 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) specifies a single 2700 mm by 1500 mm concrete box whereas the HEC-RAS hydraulic model specifies two 3000 mm by 1800 mm box.	Where there is a discrepancy in information, the report/model has been revised to match.
12i.	It is TRCA staff's understanding that the proposed culvert crossing located at Huntington Road station 3+768 corresponds to the HEC-RAS hydraulic structure located at Tributary 5 (River), Main Reach (Reach), 2994 (River Sta.) Please confirm if the specified Manning's 'n' value of 0.024 at this hydraulic structure is appropriate or revise accordingly.	The Manning's 'n' value for this culvert reflects the combination of n-value in the streambed and the walls of the culvert.
12j.	It is TRCA staff's understanding that the culvert crossing located at Rutherford Road (east of Huntington Road) corresponds to the HEC-RAS hydraulic structure located at Robinson Creek (River), Tributary DS02 (Reach), 1686 (River Sta.) Please explain the discrepancy in culvert size between the HEC-RAS geometry files, as the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) does not make reference to updates to this hydraulic structure.	The culvert size was revised to match the one in the TRCA model.
12k.	It is noted that the Chart # and Scale # of the hydraulic structures at Robinson Creek (River), Tributary 4 (Reach), 2125 (River Sta.) and Tributary 5 (River), Main Reach (Reach), 2994 (River Sta.) are identical, suggesting similar end treatment of the culverts. It is noted however that the entrance loss coefficients for these structures are dissimilar. Please review and revise the loss coefficients for all hydraulic structures, as required, and provide, at least within the comment response, rationale for the selected values.	The model was revised accordingly.
12l.	Please provide permanent, ineffective flow areas for each hydraulic structure within the HEC-RAS model, as per the guidance provided in the HEC-RAS Hydraulic Reference Manual.	The model was revised accordingly.



CANADA 150



12m.	Please revise contraction/expansion coefficients at cross-sections bounding a hydraulic structure, as per the guidance provided in the HEC-RAS Hydraulic Reference Manual.	The model was revised accordingly.
12n.	Section 4.0 of the Huntington Road EA Drainage and Hydrology Final Report (Sanchez, 2017) indicates that all of the Huntington Road road-crossing culverts within the limits of the site provide direct or indirect fishery support. Please confirm which of the proposed culverts are open-footing or countersunk to support fishery with a naturalized channel bottom. For those that do support fishery, please revise Manning's 'n' values, depth to use Manning's 'n,' and depth blockage accordingly to represent the naturalized channel bottom.	Section 4.1 discusses the culverts that have fish habitat or support fisheries directly. Some of the culverts will need to be countersunk to provide a streambed for fish passage; this will be determined in the detailed design of the culverts.
12o.	For the bridge modelling approach, include pressure/weir as a high flow method, using TRCA's approved HEC-RAS modelling as a guide.	The model was revised accordingly.
12p.	Please confirm how the proposed local crossings (i.e. located at Huntington Road Stations: 1+140, 2+985, 5+793, 5+979, 6+226) were sized given that they are not present within the HEC-RAS model. Please provide supporting calculations.	The culverts for the watercourses listed as Local Drainage were sized using the computer program HY8, of the U.S. Federal Highway Administration (FHWA). See Section 4.4.1.
12q.	Once the HEC-RAS modelling comments have been addressed and there is agreement with TRCA staff regarding the HEC-RAS model, please provide drawings showing the extents of the existing and proposed regulatory floodline.	Acknowledged.
12r.	Please note that TRCA will be in a better position to review the hydraulic modeling results once the aforementioned modelling comments have been addressed.	Acknowledged.

---

**From:** Bell Solutions <BellSolutions@topshelfsolutions.ca>  
**Sent:** Friday, April 24, 2015 8:10 AM  
**To:** Mary Wang  
**Cc:** Alice Lung; Loren Polonsky; Sam Dinatolo  
**Subject:** RE: Screening Centre -- TICKET # 20151620681 -- HUNTINGTON RD, VAUGHAN

Hello,

We have received 20151620681. Unfortunately, we received it as a regular locate request. If you require the drawings, this will need to be requested through ON1Call as a "Planning" Request. In this case a locator will not be sent out, but rather you will receive maps showing the underground.

Please let me know if you need anything further.

Thanks,  
Nicole

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

From: Mary Wang [mailto:Mary.Wang@parsons.com]  
Sent: Thursday, April 23, 2015 9:33 AM  
To: Bell Solutions  
Cc: Alice Lung; Loren Polonsky; Sam Dinatolo  
Subject: RE: Screening Centre -- TICKET # 20151620681 -- HUNTINGTON RD, VAUGHAN

Dear 360/Group Telecom Look-up Centre Staff,

The City of Vaughan has retained Parsons to undertake a Class Environment Assessments (EA) of Huntington Road. The project purpose is reconstruction of Huntington Road between Langstaff Road and south of Major Mackenzie Drive and the urbanization of the section between north of Major Mackenzie Drive and south of Nashville Road.

As part of the study, Parsons requests a mark-up of any existing and future plant within the project limits, attached is a PDF Key Plan of the study area for mark-up. Digital files of your plant and utility locations would also be very useful.

If you require a more detailed drawing to mark-up your plant please contact me and we will provide you with either a PDF or a paper hard-copy.

Due to the schedule of this project, we would appreciate receiving the requested information before April 30, 2015.

Thank you for your assistance.

Yours truly,

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

From: bellsolutions@topshelfsolutions.ca  
[mailto:bellsolutions@topshelfsolutions.ca]  
Sent: April-17-15 7:18 PM

To: mary.wang@parsons.com

Subject: Screening Centre -- TICKET # 20151620681 -- HUNTINGTON RD, VAUGHAN

Ticket # 20151620681 -- \*\*\* PLEASE VIEW ATTACHED DOCUMENTS

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**From:** Mary Wang <Mary.Wang@parsons.com>  
**Sent:** Thursday, July 23, 2015 9:50 AM  
**To:** redlines@powerstream.ca  
**Cc:** Alice Lung; Loren Polonsky; Mario Basile  
**Subject:** RE: Request 20152918375

Hi PowerStream Records department Staff,

I am sending this email to follow up on the status of my request regarding redline mark-up drawings along Huntington Road. Please let me know if you require any other information. I will happy to assistant.

Best Regards,

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

From: Mary Wang [mailto:m.wang@delcan.com]  
Sent: July-20-15 9:41 AM  
To: redlines@powerstream.ca  
Cc: Alice Lung <a.lung@delcan.com>; Loren Polonsky <l.polonsky@delcan.com>; Mario Basile <mario.basile@powerstream.ca>  
Subject: RE: Request 20152918375

Hi PowerStream Records department Staff,

I am sending this letter for request of red-line markup drawings for Huntington Road project. We are under process of planning and design procedure right now, need the mark-up drawings showing existing Hydro plants and poles location so that we can accommodate this into our design.

Attached are our request letter with drawings outlining the extent of the work area. Due to the schedule of this project, we would appreciate receiving the requested information before August 30, 2015.

Thank you for your assistance.

Mary Wang

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

From: Mario Basile [mailto:mario.basile@powerstream.ca]  
Sent: July-19-15 12:22 PM  
To: Mary.wang@parsons.com  
Cc: Mario Basile  
Subject: FW: Request 20152918375

Hi Mary,

For PowerStream red-line markup drawings please send your request with a drawing outlining the extent of the work area to redlines@powerstream.ca and our Records department will be happy to assist.

Thank You

Mario Basile  
PowerStream Inc.  
Supervisor, Inspections & Locates  
905-417-6900  
Ext:25553  
Cell:416-936-5625

Damage Prevention is a Shared Responsibility

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

From: solutions@on1call.com [mailto:solutions@on1call.com]  
Sent: July-16-15 11:12 AM  
To: Mario Basile  
Subject: Request 20152918375

1

ONTARIO ONE CALL

NOTICE OF INTENT TO EXCAVATE Header Code:PLANNING UPDATE

Ticket No: 20152918375 Seq. No: 6  
Update of: 20152918354

Send To: PSGN02 Seq No: 0006 Map Ref: 905 893-L0J

Original Call Date: 07/16/2015 Time: 11:10:50 AM OP: 1373  
Transmit Date: 07/16/2015 Time: 11:12:12 AM  
Work to Begin Date: 07/23/2015 Time: 08:00:00 AM

Company: Parsons  
Contact Name: Mary Wang Contact Phone: (905)943-0433  
Alternate Contact: Altern. Phone:  
Best Time to Call: day time Fax No:  
Cell Phone: (647)885-7888 Pager No:  
Caller Address: 625 Cochrane DR  
Markham, ON L3R 9R9  
Email Address: Mary.wang@parsons.com

Reg/County: YORK City: VAUGHAN  
Address: , HUNTINGTON RD  
Lot/Unit#:  
To Address:  
Nearest Intersecting Street: LANGSTAFF RD (REGIONAL ROAD 72)  
2nd Intersecting Street: NASHVILLE RD (REGIONAL ROAD 49)  
Community: NASHVILLE  
Nb of Segments: 12  
WAP No:  
Latitude: 43.81332150 Longitude: -79.65753700

Work Extent/Locn: CORLOT=U ROAD CONSTRUCTION - NEED MARK-UP DRAWING  
FOR POWERSTREAM AND WATER MAINS, AND ALL EXISTING

UTILITIES -

\*ONLY HYDRO ONE & POWERSTREAM NEEDED FOR LOCATE  
TICKET\*

Remarks: REL 2015262729 \*CHANGE OF STATUS FOR POWERSTREAM\*  
UPDATE 20152918354 DEPTH UNKNOWN

Type of Work: DESIGN AND PLANNING                      Depth: 0.00 FT  
Public property:    NO    Mark & Fax:    NO    Area is Not Marked: NO  
Machine Dig: NO  
Private property:    NO    Site Meet Req.: NO    Premarked:            NO  
Hand Dig:    NO  
Directional Drilling: NO

Work Being Done For: CITY OF VAUGHAN

Sending to: (listing of utilities tkt sent to)

BCPRE    BELL CANADA - PLANNI    PSGN02    CLI FOR POWERSTREAM  
VAUGTS01 -C CITY OF VAUGHAN - TR    YRWS01    YRK RGN WTR / W-WTR  
TC06    TRANS-CANADA PIPELIN    VAUGWS01 -C CITY OF VAUGHAN (VAU  
ROGYRK01 -C CCS FOR ROGERS (ROGY    HYDOBR01    HYDRO ONE BRAMPTON (

Note: -C = Cleared, -S = Supressed, -L = Lookup center cleared, -A = Alternate Locate  
-R = Existing locate valid - maintain marks

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**From:** Mary Wang <Mary.Wang@parsons.com>  
**Sent:** Thursday, April 23, 2015 9:28 AM  
**To:** rlsont@rogers.com  
**Cc:** Alice Lung; Loren Polonsky; Sam Dinatolo  
**Subject:** RE: ROGERS LOCATE SERVICES -- Ticket # 20151620681  
**Attachments:** TT4020 Huntington Rd Survey request roll-1.pdf; TT4020 Huntington Rd Survey request roll-2.pdf

Dear Rogers Locate Service Staff,

The City of Vaughan has retained Parsons to undertake a Class Environment Assessments (EA) of Huntington Road. The project purpose is reconstruction of Huntington Road between Langstaff Road and south of Major Mackenzie Drive and the urbanization of the section between north of Major Mackenzie Drive and south of Nashville Road.

As part of the study, Parsons requests a mark-up of any existing and future plant within the project limits, attached is a PDF Key Plan of the study area for mark-up. Digital files of your plant and utility locations would also be very useful.

If you require a more detailed drawing to mark-up your plant please contact me and we will provide you with either a PDF or a paper hard-copy.

Due to the schedule of this project, we would appreciate receiving the requested information before April 30, 2015.

Thank you for your assistance.

Yours truly,

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

From: rlsont@rogers.com [mailto:rlsont@rogers.com]  
Sent: April-22-15 8:45 PM  
To: mary.wang@parsons.com  
Subject: ROGERS LOCATE SERVICES -- Ticket # 20151620681

Ticket # 20151620681 -- (See attached files)

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# Correspondence with Stakeholders

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**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Tuesday, August 23, 2016 9:18 AM  
**To:** 'David Giugovaz'  
**Cc:** Muzaffar, Jamshaid (Jamshaid.Muzaffar@parsons.com); Eldalati, Khaled; Lung, Alice; Hubjer, Selma  
**Subject:** RE: 9441 Huntington Rd.

Hi David,

Thanks for your response. Please copy Jamshaid and Khaled on your upcoming email, as I will be away until Sept 6.

Thanks  
Mani

---

**From:** David Giugovaz [mailto:DGiugovaz@Valdor-Engineering.com]  
**Sent:** August-23-16 9:02 AM  
**To:** Shahrokni, Mani  
**Cc:** Muzaffar, Jamshaid (Jamshaid.Muzaffar@parsons.com); khaled.eldalati@parsons.com; Alice Lung (Alice.Lung@parsons.com); Hubjer, Selma  
**Subject:** RE: 9441 Huntington Rd.

File: 06124

Mani:

I will forward our plan as soon as possible.

**David Giugovaz**, P.Eng., LEED<sup>®</sup>  
AP Senior Project Manager,  
Principal Consulting Engineer



## VALDOR ENGINEERING INC.

741 Rowntree Dairy Road, Suite 2, Woodbridge, Ontario, L4L 5T9  
Tel: 905-264-0054 x224 Fax: 905-264-0069 Mobile: 416-518-0431

E-Mail: [dgiugovaz@valdor-engineering.com](mailto:dgiugovaz@valdor-engineering.com) URL: [www.valdor-engineering.com](http://www.valdor-engineering.com) [[valdor-engineering.com](http://www.valdor-engineering.com)]

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---

**From:** Shahrokni, Mani [<mailto:Mani.Shahrokni@vaughan.ca>]  
**Sent:** Monday, August 22, 2016 4:09 PM  
**To:** David Giugovaz <[DGiugovaz@Valdor-Engineering.com](mailto:DGiugovaz@Valdor-Engineering.com)>  
**Cc:** Muzaffar, Jamshaid ([Jamshaid.Muzaffar@parsons.com](mailto:Jamshaid.Muzaffar@parsons.com)) <[Jamshaid.Muzaffar@parsons.com](mailto:Jamshaid.Muzaffar@parsons.com)>; [khaled.eldalati@parsons.com](mailto:khaled.eldalati@parsons.com); Alice Lung ([Alice.Lung@parsons.com](mailto:Alice.Lung@parsons.com)) <[Alice.Lung@parsons.com](mailto:Alice.Lung@parsons.com)>; Hubjer, Selma

<[Selma.Hubier@vaughan.ca](mailto:Selma.Hubier@vaughan.ca)>

**Subject:** 9441 Huntington Rd.

David,

I have not received any response from you to the 2 emails I sent you on July 6 (4:42PM) and July 21 (9:59AM) re: 9441 Huntington Rd. Our consultant for the Huntington Rd, EA, Parsons, is expecting your driveway design in order to incorporate it in their preferred alignment and consequent Drainage & Hydrology report.

Please note that as the deadline for submission of the reports is approaching, we need all the reports to be finalized by mid-September.

Please advise what you intend to do.

Best regards,

**Mani Shahrokni, P.Eng., PMP**  
**Transportation Project Manager**  
905-832-8585, ext. 8163 | [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**City of Vaughan | Development Engineering and Infrastructure Planning**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca/vaughan.ca](http://vaughan.ca/vaughan.ca)



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---

**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Thursday, July 21, 2016 9:59 AM  
**To:** 'David Giugovaz (DGiugovaz@Valdor-Engineering.com)'  
**Cc:** Lung, Alice; 'l.sanchez@sanchezengineering.ca'; 'ed@watersedge-est.ca'; Muzaffar, Jamshaid (Jamshaid.Muzaffar@parsons.com); Hubjer, Selma  
**Subject:** RE: Driveway drawing

Hi David,

I am following up on your proposed design for the 9441 Huntington Rd. entrance. Parsons is completing the proposed alignment for Huntington Rd. and we have not received your plan as per our meeting in June.

Please contact myself or Alice Lung if you have any questions.

Thank you  
Mani

---

**From:** Shahrokni, Mani  
**Sent:** July-06-16 4:42 PM  
**To:** David Giugovaz (DGiugovaz@Valdor-Engineering.com)  
**Cc:** Alice Lung (Alice.Lung@parsons.com); l.sanchez@sanchezengineering.ca; ed@watersedge-est.ca  
**Subject:** Driveway drawing

Good afternoon David,

Can you please send us the latest drawing showing the proposed driveway at 9441 Huntington Rd.?

Thank you,

**Mani Shahrokni, P.Eng., PMP**  
**Transportation Project Manager**  
905-832-8585, ext. 8163 | [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**City of Vaughan | Development Engineering and Infrastructure Planning**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca/vaughan.ca](http://vaughan.ca/vaughan.ca)



---

**From:** David Giugovaz <DGiugovaz@Valdor-Engineering.com>  
**Sent:** Wednesday, June 22, 2016 12:42 PM  
**To:** Shahrokni, Mani  
**Cc:** ElDalati, Khaled; 'l.sanchez@sanchezengineering.ca'; 'ed@watersedge-est.ca'  
**Subject:** RE: 9441 Huntington Road - Huntington Road Class EA  
**Attachments:** WE 14017 - Vaughan Huntingdon Road - 20160331 DRAFT R 19.pdf

File: 06124

Mani:

We would like to meet with you and your consultant before the PIC.  
Please advise as to your availability.  
Thanks.

---

**From:** Shahrokni, Mani [mailto:Mani.Shahrokni@vaughan.ca]  
**Sent:** Tuesday, June 21, 2016 2:42 PM  
**To:** David Giugovaz  
**Cc:** khaled.eldalati@parsons.com; 'l.sanchez@sanchezengineering.ca'; 'ed@watersedge-est.ca'  
**Subject:** RE: 9441 Huntington Road - Huntington Road Class EA

Hi David,

The City of Vaughan and its consultant Parsons are presenting the Public Information Centre (PIC) #2 for the Huntington Rd. EA next Wednesday June 29, 2016 from 5-8pm at the Kleinburg Library.

The PIC will present the preferred alternative for the roadway. In the section from Rutherford Rd. to McGillivray Rd. where the 9441 Huntington Rd. (your client's property) is located, the preferred design is to widen the road from 2 to 4 lanes.

Our consultants are proposing to realign the creek located on the east side of the roadway further east along the tree line (*please see proposal attached*). Please note that this is still a conceptual design and can be modified upon receiving comments from the public and owners.

Although no floral survey has been undertaken yet, we believe that there is mature vegetation between the road and the property, and TRCA mentioned that they would like this feature to remain in place.

We also know that the owner (your client) intends to construct a new driveway south of the current one.

At this point, we would like to let you know that the City and its consultant are open for discussion on this issue.

Please advise.

Thank you,

**Mani Shahrokni, P.Eng., PMP**  
**Transportation Project Manager**

905-832-8585, ext. 8163 | [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**City of Vaughan | Development Engineering and Infrastructure Planning**

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1

[vaughan.ca](http://vaughan.ca) [[vaughan.ca](http://vaughan.ca)]



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**From:** David Giugovaz [<mailto:DGiugovaz@Valdor-Engineering.com>]

**Sent:** May-09-16 8:15 AM

**To:** Shahrokni, Mani

**Subject:** 9441 Huntington Road - Huntington Road Class EA

File: 06124

Mani:

Further to our meeting of March 21, 2016 and the subsequent submission of our flood study, please advise as to your availability to meet to review your consultant's alternative designs for the pavement widening / watercourse re-alignment across the frontage of our client's lands.

Thanks.

**David Giugovaz**, P.Eng., LEED® AP  
Senior Project Manager, Principal  
Consulting Engineer



**VALDOR ENGINEERING INC.**

741 Rowntree Dairy Road, Suite 2, Woodbridge, Ontario, L4L 5T9

Tel: 905-264-0054 x224 Fax: 905-264-0069 Mobile: 416-518-0431

E-Mail: [dgiugovaz@valdor-engineering.com](mailto:dgiugovaz@valdor-engineering.com) URL: [www.valdor-engineering.com](http://www.valdor-engineering.com) [[valdor-engineering.com](http://www.valdor-engineering.com)]

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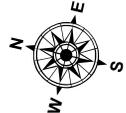
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**Legend**

- 2015 - Centreline
- Proposed - Bankfull
- Proposed Alignment

Huntington Road



Huntington Road  
Vaughan, Ontario

Proposed Realignment (Conceptual)

Figure No.:	Date:
13	May 31, 2016
Checked By:	Drawn By:
EG	CB

---

**From:** Ellena Dzolic <ellena@mantella.ca>  
**Sent:** Tuesday, March 24, 2015 10:48 AM  
**To:** 'Iafrate, Marilyn'  
**Cc:** 'Mayor Maurizio Bevilacqua'; 'Regional Councillor Michael Di Biase'; mario.ferri@vaughan.ca; 'Regional Councillor Gino Rosati'; 'Councillor Tony Carella'; 'Councillor Rosanna DeFrancesca'; 'Councillor Sandra Yeung Racco'; 'Councillor Alan Shefman'; loren.polonsky@parsons.com; 'ken schwenger'  
**Subject:** RE: City of Vaughan agreeing to finally do something to improve our forgotten Community of Nashville

**Please see revised letter.**

---

**From:** Ellena Dzolic [mailto:ellena@mantella.ca]  
**Sent:** Monday, March 23, 2015 1:30 PM  
**To:** 'Iafrate, Marilyn'  
**Cc:** 'Mayor Maurizio Bevilacqua'; 'Regional Councillor Michael Di Biase'; 'mario.ferri@vaughan.ca'; 'Regional Councillor Gino Rosati'; 'Councillor Tony Carella'; 'Councillor Rosanna DeFrancesca'; 'Councillor Sandra Yeung Racco'; 'Councillor Alan Shefman'; 'loren.polonsky@parsons.com'; 'ken schwenger'  
**Subject:** City of Vaughan agreeing to finally do something to improve our forgotten Community of Nashville

**To:** Marilyn Iafrate, Councillor Ward 1

**From:** Paul Mantella, President of Nashville Area Ratepayers Association (NARA)

**Re:** City of Vaughan agreeing to finally do something to improve our forgotten Community of Nashville

**Cc:** Mayor Maurizio Bevilacqua  
Deputy Mayor and Regional Councillor Michael Di Biase  
Regional Councillor Mario Ferri  
Regional Councillor Gino Rosati  
Councillors Tony Carella, Rosanna DeFrancesca, Sandra Yeung Racco and Allan Shefman  
Loren Polonsky, Senior Planner PARSONS [Loren.Polonsky@parsons.com]  
Ken Schwenger, President of K.A.R.A.

Good Afternoon Marilyn,

In your May 1/2014 e-mail to our Association you stated that the EA Process allows a full review of 'ALL OPTION' to our re-alignment proposal.

We have attached a plan showing another option to our realignment proposal.

This option can be completed in two years rather than the 2021(or longer) date stated in the City of Vaughan's Community and Environmental Master Plan.

The wooded Lot has been severely damaged by the ice storm and new trees can be installed along this alignment making it an attractive western access to the Nashville Community. We agree that the owner, Vinview Development would most likely donate the lands required for this alignment option.

Nashville Road through the Nashville Community with the many residents having direct driveway access to Nashville Road meets the criteria of a Municipal Road not a Regional Road. There is no logical reason why the City of Vaughan should not request a transfer of ownership of the section of Nashville Road through the Nashville Community from Hwy #27 to just west of Huntington Road so that:

- The speed limit can be reduced to 40km per hour.
- Traffic calming, stop streets and cross walks can be put in place similar to which presently is in Kleinburg.
- Improve the street lighting.
- Permanently restrict trucks from using this portion of Nashville Road.

If a transfer is not appropriate at this time, for the safety of the many families and children in our Nashville Community, the City should request that York Region allow the City of Vaughan to make these changes now, not 6 years or longer in the future.

Also attached are the former Mayor Michael DiBiase and now Deputy Mayor and Regional Councillor's appreciated 2006 efforts to have Nashville Road become a 'Municipal Road'.

Regards,

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: [ellena@mantella.ca](mailto:ellena@mantella.ca)



7151 Nashville Road  
Owner  
Vinview Development  
2190 Williams Parkway  
Brampton, Ontario  
This 'Wood Lot' is a  
small percentage of the  
157 acres total lot size.

As President of N.A.R.A., I personally met with the Toronto Region Conservation Authority. The Authority would not object to the alignment shown on the plan above as it would only affect a small portion of the wooded lot and improve the road structure entering the Nashville Community from the west. The Authority suggested that our Association make our request to the City of Vaughan.

Nashville Road presently is a Regional Road. With the many residents having direct access to Nashville Road it does not meet the strict criteria of a Regional Road which restricts direct access. For the safety of the many families and children in our Nashville Community, our Association would appreciate if the City of Vaughan would request that York Region transfer the ownership of Nashville Road from Highway #27 west to the new alignment to the City of Vaughan, so that this section can become a Local Road.

With Nashville Road becoming a Local Road the speed limit can be reduced to 40km per hr., traffic calming can be put in place and better street lighting installed similar to that which is presently in the neighbouring community of Kleinburg.



**Michael Di Biase, B.A., B.Ed.**  
*Mayor*

October 4, 2006

**RE: NASHVILLE ROAD**

Dear Residents/Businesses,

As a follow up to my previous letter dated September 7, 2006 regarding my motion "to have Nashville Road become a municipal road", I am very pleased to advise that the York Region Transportation and Works Committee has approved the following recommendations:

1. Regional staff, in consultation with City of Vaughan staff, investigate the feasibility of transferring jurisdictional ownership of Nashville Road, between Highway 27 and Highway 50, to the City of Vaughan.
2. Staff prepare a report summarizing the findings of the investigation and report to Regional Council in early 2007.
3. The Regional Clerk will forward this report to the Clerk of the City of Vaughan.

I have attached a copy of the report for your information. This is a very positive response from York Region. If jurisdiction of this road is transferred to the City of Vaughan, we can begin to alleviate high volumes of truck traffic and other traffic related issues as expressed by the residents of this area.

I look forward to receiving the report in early 2007. If you have any questions or concerns, please do not hesitate to call me.

Sincerely,

*Michael Di Biase*

Michael Di Biase  
Mayor

*Attachments*

## THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee  
October 4, 2006  
Report of the  
Commissioner of Transportation and Works

**NASHVILLE ROAD  
CITY OF VAUGHAN**

**1. RECOMMENDATIONS**

It is recommended that:

1. Regional staff, in consultation with City of Vaughan staff, investigate the feasibility of transferring jurisdictional ownership of Nashville Road (Y.R. 49), between Highway 27 and Highway 50, to the City of Vaughan.
2. Staff prepare a report summarizing the findings of the investigation and report to Regional Council in early 2007.
3. The Regional Clerk forward this report to the Clerk of the City of Vaughan.

**2. PURPOSE**

This report is to seek authorization for staff to investigate the feasibility of transferring the jurisdictional ownership of Nashville Road, between Highway 27 and Highway 50, to the City of Vaughan.

**3. BACKGROUND**

On September 6, 2006, the Region's Transportation and Works Committee endorsed a motion to consider transferring Nashville Road to the City of Vaughan.

Nashville Road is a two-lane roadway in southwest Vaughan providing an east-west connecting road between Highway 27 and Highway 50 that carries approximately 10,600 vehicles per day (*See Attachment 1*). Residents of the area have expressed concerns regarding high volumes of truck traffic and other traffic related issues. It has been suggested that in order to alleviate these concerns, jurisdiction of this road should be transferred to the City of Vaughan.

---

**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Monday, November 24, 2014 1:54 PM  
**To:** 'ellena@mantella.ca'  
**Subject:** RE: Class Environmental Assessment For Huntington Road

Hi Ellena, Paul,

Thank you for contacting the City of Vaughan with regards to the Huntington Rd. EA Study.

The concept of realigning Nashville Road (which you refer to “New Huntington Road realignment” in your email below) was originally proposed by the developers’ group in conjunction with the planning of the new residential community in Block 61 West (Nashville Heights, east of Huntington Road, north of Major Mackenzie Dr. W). The potential realignment of Nashville Road to the south from its current alignment would pass through the lands west of Huntington Road which are located within “GTA West Corridor Study Area”. Consequently, we would not expect that the Region of York, which has jurisdiction over Nashville Road, will be in a position to consider advancing the Nashville Road realignment proposal beyond the conceptual stage until the GTA West Transportation Corridor Environmental Assessment (EA) has been completed. Stage Two of the GTA West EA has commenced, but will likely take a number of years to complete. In case you are interested, a Public Meeting for the GTA West Study will be held on Tuesday December 2, 2014 from 3:00 to 4:00pm at Chateau Le Jardin in Woodbridge.

As you are aware, the City has recently initiated a Municipal Class Environmental Assessment (EA) for the necessary improvements to Huntington Road between Langstaff Road and Nashville Road to support the planned development in the area. The City’s EA team is aware of the concept of realigning Nashville Road but will not be specifically addressing it as part of the study for the reason noted above. However, at this point in our EA Study, we do not anticipate any conclusion that will preclude the realignment of Nashville Road in the future.

As a key stakeholder, NARA will be provided with many opportunities to provide input to the Huntington Road EA during the study.

Please don’t hesitate to contact myself, Andrew Pearce, Director of Development & Transportation Engineering, or Selma Hubjer, Manager of Transportation Engineering if you have any questions regarding Huntington Road Class EA Study.

Best regards,

**Mani Shahrokni, P. Eng., PMP**

*Transportation Engineer*

**Development / Transportation Engineering**

**City of Vaughan** | 2141 Major Mackenzie Dr. West, Vaughan, ON L6A 1T1

**Tel:** 905-832-8585 x8163 | **Fax:** 905-832-6145

**Email:** [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca) | **Web:** [www.vaughan.ca/vaughan.ca](http://www.vaughan.ca/vaughan.ca)



---

**From:** Ellena Dzolic [mailto:ellena@mantella.ca]  
**Sent:** Friday, November 21, 2014 11:26 AM  
**To:** Shahrokni, Mani  
**Subject:** Class Environmental Assessment For Huntington Road

To: Mani Shahrokni, P. Eng.  
Project Manager [mani.shahrokni@vaughan.ca]

From: Paul Mantella  
President of Nashville Area Ratepayers Association (NARA)

Re: Class Environmental Assessment For Huntington Road

Good Morning Mani,

It would be appreciated if you could answer the simple question 'Is the new Huntington Road Realignment being given serious consideration by this study?'

Thank you,

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: [ellena@mantella.ca](mailto:ellena@mantella.ca)

---

**From:** Ellena Dzolic [mailto:ellena@mantella.ca]  
**Sent:** Tuesday, November 18, 2014 2:03 PM  
**To:** 'mani.shahrokni@vaughan.ca'  
**Cc:** 'manoj.dilwaria@parsons.com'; 'Councillor Marilyn Iafrate '; 'ken schwenger'  
**Subject:** Class Environmental Assessment For Huntington Road

To: Mani Shahrokni, P. Eng.  
Project Manager [mani.shahrokni@vaughan.ca]

Cc: Manoj Dilwaria, B.Eng., M.PI, (Transport)  
MCIP, RPP, AVS Technical Director - Parsons  
[manoj.dilwaria@parsons.com]

Marilyn Iafrate  
Councillor Ward 1

Ken Schwenger  
President of Kleinburg and Area Ratepayers' Association (KARA)

From: Paul Mantella  
President of Nashville Area Ratepayers Association (NARA)

Re: Class Environmental Assessment For Huntington Road

Good Afternoon Mani,

On August 22, 2014 I asked Loren Polonsky, Senior Partner at Parsons to provide our Association with an outline of the Class Environmental Assessment (EA) Study for Huntington Road with a specific question, does the study include the New Huntington Road Alignment as shown on the attached plans?

Loren provided our Association with a brief description of the study's objective, however did not answer my simple question as to whether the study included serious consideration of the New Huntington Road Alignment.

Our Association was strongly opposed to the Ontario Ministry of Transportation not including the Huntington Road bridge structure over the proposed 427 interchange at Major Mackenzie Drive, that this bridge structure must be included regardless of the cost. This was clearly stated in our Association's e-mail to Kein Plautz, M. Sc. Pl., Project Officer for the Ministry of the Environment on February 25, 2011.

Nashville Road is a two-lane Regional Road (Y.R. 49) between Highway 27 and Highway 50 that carries over 10,600 vehicles per day. There are approximately 40 homes in the Historical Nashville Community with direct driveway access to Nashville Road. We have attached the Public Works Committee, April 27, 1993 road classifications. You do not have to be a Transportation Engineer to realize that Nashville Road does not in any way meet the classification of a Regional Road.

We have also attached a September 17, 2014 e-mail from Kleinburg and Area Ratepayers' Association to the City of Vaughan and York Region registering their strong support of the Huntington Road realignment along with maps showing this alignment.

The Huntington Road Realignment can remain a Regional Road from Highway 50 to Major Mackenzie Drive complying with any agreement with the Region of Peel as to access between the Peel Region and York Region. Nashville Road from the Realignment to Highway 27 through our Nashville Community should become a Local (Municipal Road).

This Nashville Road Realignment will drastically reduce the unacceptable volume of commuter traffic going to and from the Region of Peel through our Historical Community of Nashville and allow truck restrictions to be permanent and traffic calming put in place for the 'Safety' of the families and children of Nashville.

Mani, it would be greatly appreciated if you could answer the simple question prior to your November 24, 2014 Public Information Centre meeting in Kleinburg, 'Is the new Huntington Road Realignment being given serious consideration by this study?'

Regards,

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: [ellena@mantella.ca](mailto:ellena@mantella.ca)

---

**From:** Ellena Dzolic <ellena@mantella.ca>  
**Sent:** Tuesday, September 23, 2014 2:57 PM  
**To:** 'Councillor Marilyn Iafrate '  
**Cc:** 'Mayor Maurizio Bevilacqua'; 'Regional Councillor Michael Di Biase'; 'Regional Councillor Deb Schulte'; 'Regional Councillor Gino Rosati'; brian.anthony@vaughan.ca; 'Pearce, Andrew'; loren.polonsky@parsons.com; 'Penny Chatzis'; 'ken schwenger'  
**Subject:** Huntington Road / Nashville Road Realignment  
**Attachments:** SharpCopier@mantella.ca\_20140923\_144713.pdf

To: Marilyn Iafrate  
Councillor Ward 1

Cc: Mayor, Maurio Bevilacqua  
Regional Councillor Michael Di Biase  
Regional Councillor Deb Schulte  
Regional Councillor Gino Rosati  
Brian T. Anthony  
Andrew Pearce  
Loren Polonsky  
The Remington Group Inc.  
Ken Schwenger

From: Paul Mantella, President of Nashville Area Ratepayers Association (NARA)

Re: Huntington Road / Nashville Road Realignment

Good Afternoon Marilyn,

Our Association is very pleased with the Kleinburg Ratepayers Association's letter to the City of Vaughan and Region registering their strong support of the Huntington Road Realignment. A copy of K.A.R.A.'s letter is attached for those that have not seen it.

We truly hope our two Associations, both with large memberships, working together as a team, will be able to achieve this goal and in many ways greatly improve the Nashville Community.

Regards,

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: ellena@mantella.ca

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

September 17, 2014

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1  
Attention: Marilyn Iafrate, Michael DiBiase, Deb Shulte, Gino Rosatti, Mayor

York Region  
17250 Yonge Street  
Newmarket, Ontario L3Y 6Z1  
Attention: Transportation Services Committee

## **Re: Huntington Road/Nashville Road Realignment**

Traffic on Nashville Road, Islington Avenue, and Stegman's Mill Road, is one of the top issues facing the communities of Nashville and Kleinburg.

It has been brought to our attention that the City and Region will soon be studying the configuration of Huntington Road and Nashville Road west of the village of Nashville. As part of the Block 61 approval process, KARA was strongly in favour of realigning Nashville and Huntington as proposed in draft block plans, to encourage truck and commuter traffic south and west, away from Nashville Road. We continue our strong support of a realigned Huntington Road, west of the woodlot on the southwest corner of current Huntington & Nashville, preserving the woodlot. Nashville Road, east of the new intersection, should become a city owned street with permanent truck restrictions in place.

Massive new development all around the villages is only starting to exacerbate traffic and noise issues in the area. We urge you to give high priority to upgrading Major Mackenzie from Hwy 27 to Hwy 50, enabling building the Highway 427 extension, and realigning Huntington Road/Nashville Road as proposed in the block planning process.

Sincerely,



Ken Schwenger  
President, KARA – on behalf of the KARA Board

---

**From:** Ellena Dzolic <ellena@mantella.ca>  
**Sent:** Tuesday, September 02, 2014 1:20 PM  
**To:** 'Loren Polonsky'  
**Subject:** RE: Class Environmental Assessment (EA) Study for Huntington Road  
**Attachments:** SharpCopier@mantella.ca\_20140902\_130258.pdf

To: Loren Polonsky, MCIP, RPP, AICP  
Senior Planner, PARSONS

From: Paul Mantella, President of Nashville Area Ratepayers Association (NARA)

Re: Class Environmental Assessment (EA) Study for Huntington Road

Good Afternoon Loren,

Thank you for your detailed response.

Loren, you did not answer the question asked in my August 22, 2014 e-mail 'Does your study include the New Huntington Road Alignment as shown on the attached plans?'

Serious consideration of this new alignment is very important to the residents of our Nashville and Kleinburg Communities.

Thank you,

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: ellena@mantella.ca

---

**From:** Loren Polonsky [mailto:Loren.Polonsky@parsons.com]  
**Sent:** Thursday, August 28, 2014 5:10 PM  
**To:** ellena@mantella.ca  
**Subject:** RE: Class Environmental Assessment (EA) Study for Huntington Road

Mr. Mantella:

Thank you for expressing interest in the Huntington Road Municipal Class Environmental Assessment (EA) study. The study comprises a review of two sections:

- "Part A" – between Langstaff Road and McGillivray Road; and

- “Part B” – between Major Mackenzie Drive and Nashville Road.

The study’s objective is to examine potential road improvements along Huntington Road to accommodate population and employment growth and increased traffic congestion in western Vaughan. The proposed road improvements are required to be completed by 2021, and are consistent with the road improvement objectives outlined in the City of Vaughan’s Community Sustainability and Environmental Master Plan (Green Directions Vaughan) and the Vaughan Transportation Master Plan (July 2013).

The Class EA study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road. The termination of Huntington Road at McGillivray Road is the result of the planned extension of Highway 427 that will pass through Huntington Road and include a new interchange at Major Mackenzie Drive.

We have not yet set a date for the study’s first Public Information Centre (PIC), although we anticipate scheduling it in the fall. I will personally send you an invitation to attend.

If you have any questions or would like more information about the study prior to PIC #1, please feel free to e-mail or call me at your convenience. Thank you.

Regards,

Loren Polonsky

Loren Polonsky, MCIP, RPP, AICP

Senior Planner

**PARSONS** 

625 Cochrane Drive, Suite 500

Markham, Ontario L3R 9R9

P: 905.943.0523

C: 416-574.0631

<http://www.parsons.com>

 Delcan has recently joined the Parsons family. My email has changed to [Loren.Polonsky@parsons.com](mailto:Loren.Polonsky@parsons.com). Please update me in your contact list.

---

**From:** Ellena Dzolic [<mailto:ellena@mantella.ca>]

**Sent:** August-22-14 2:10 PM

**To:** [loren.polonsky@parsons.com](mailto:loren.polonsky@parsons.com)

**Subject:** Class Environmental Assessment (EA) Study for Huntington Road

To: Loren Polonsky

From: Paul Mantella, President of Nashville Area Ratepayers Association (NARA)

Re: Class Environmental Assessment (EA) Study for Huntington Road

Good Afternoon Loren,

I have attached my latest e-mail to our Ward Councillor Marilyn Iafrate regarding this EA study which you have selected to undertake.

It would be appreciated if you could provide our Association with an outline of your study.

Does your study include the New Huntington Road alignment as shown on the attached plans?

Thank you for your prompt and detailed response.

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: [ellena@mantella.ca](mailto:ellena@mantella.ca)

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Version: 2014.0.4745 / Virus Database: 4015/8116 - Release Date: 08/28/14

---

**From:** Ellena Dzolic <ellena@mantella.ca>  
**Sent:** Friday, August 22, 2014 2:10 PM  
**To:** loren.polonsky@parsons.com  
**Subject:** Class Environmental Assessment (EA) Study for Huntington Road  
**Attachments:** SharpCopier@mantella.ca\_20140822\_125947.pdf; SharpCopier@mantella.ca\_20140822\_130002.pdf

**Categories:** Follow up

To: Loren Polonsky

From: Paul Mantella, President of Nashville Area Ratepayers Association (NARA)

Re: Class Environmental Assessment (EA) Study for Huntington Road

Good Afternoon Loren,

I have attached my latest e-mail to our Ward Councillor Marilyn lafrate regarding this EA study which you have selected to undertake.

It would be appreciated if you could provide our Association with an outline of your study.

Does your study include the New Huntington Road alignment as shown on the attached plans?

Thank you for your prompt and detailed response.

*Paul Mantella*

Paul Mantella, President  
Nashville Area Ratepayers Association (NARA)

*Sent by Ellena*

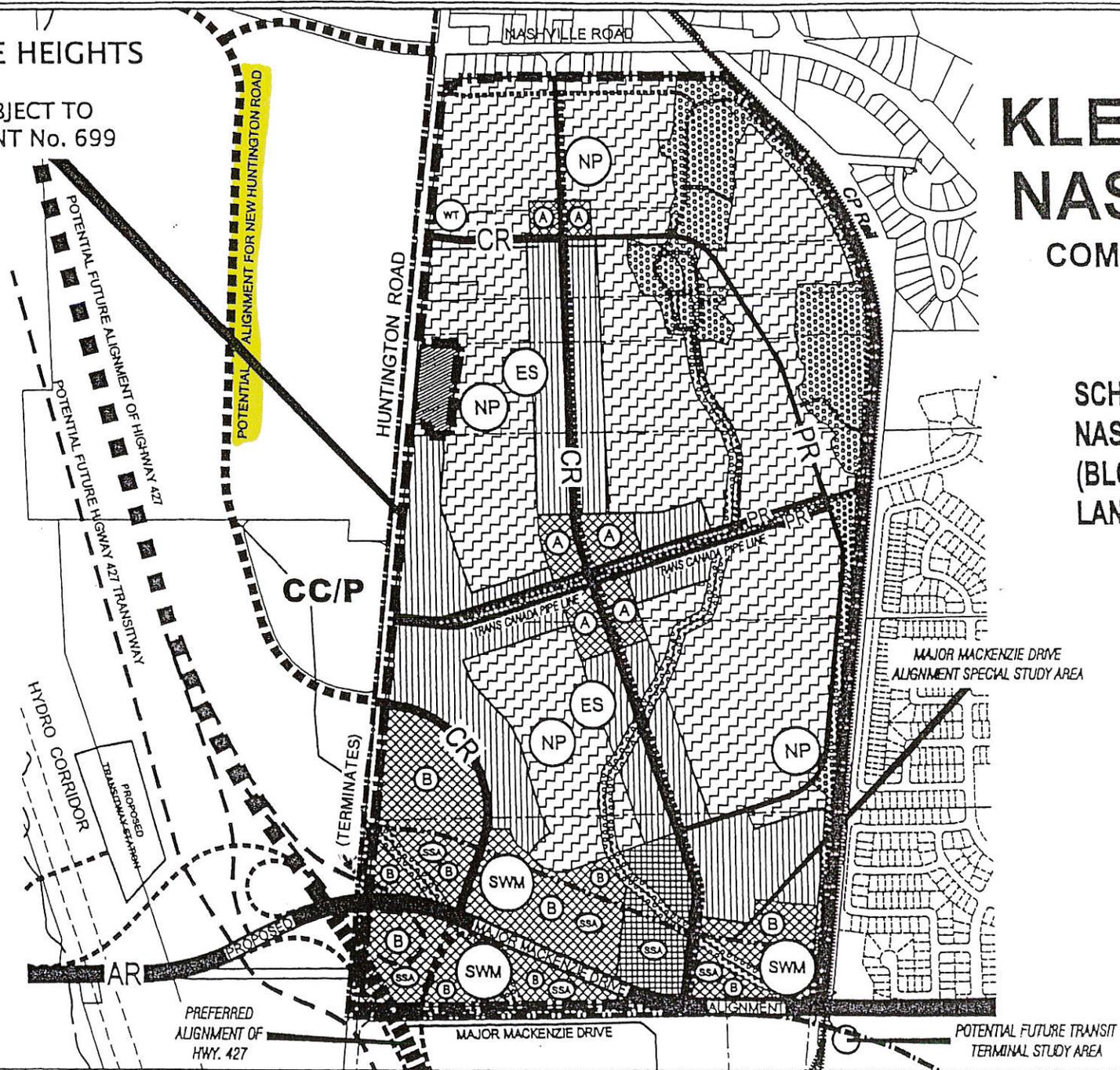
Assistant to  
Paul Mantella - President  
Nashville Area Ratepayers Association  
c/o 1 Greensboro Drive, Suite 400  
Toronto, Ontario M9W 1C8  
Tel: 416-247-5432 Fax: 416-247-3738  
Paul Mantella's E-mail address c/o Assistant: ellena@mantella.ca

# NASHVILLE HEIGHTS

AREA SUBJECT TO  
AMENDMENT No. 699

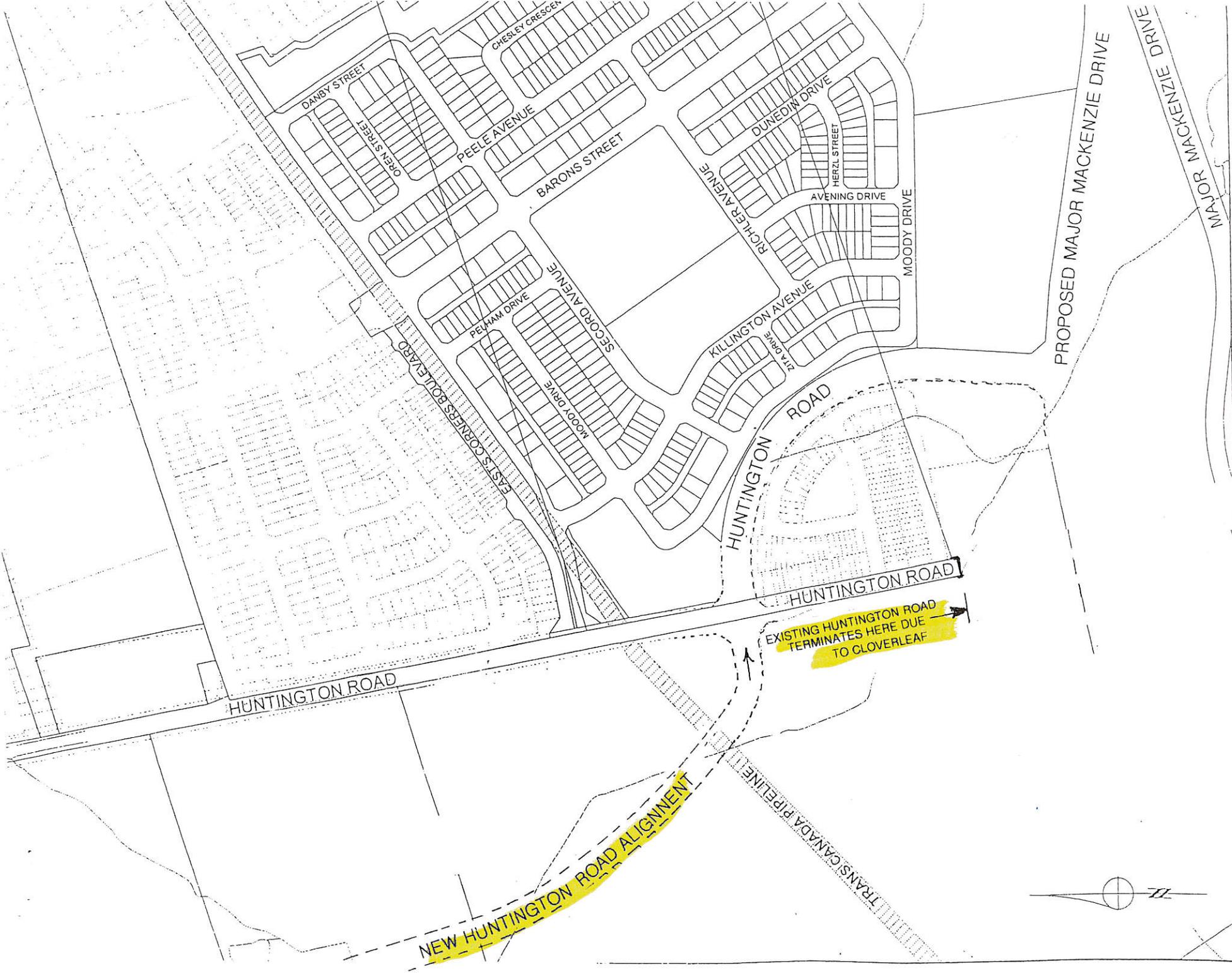
# KLEINBURG NASHVILLE COMMUNITY PLAN

SCHEDULE 'A2'  
NASHVILLE HEIGHTS  
(BLOCK 61 WEST)  
LAND USE



THIS IS SCHEDULE '3'  
TO AMENDMENT No. 699  
ADOPTED THE 15<sup>TH</sup> DAY OF JUNE 2009

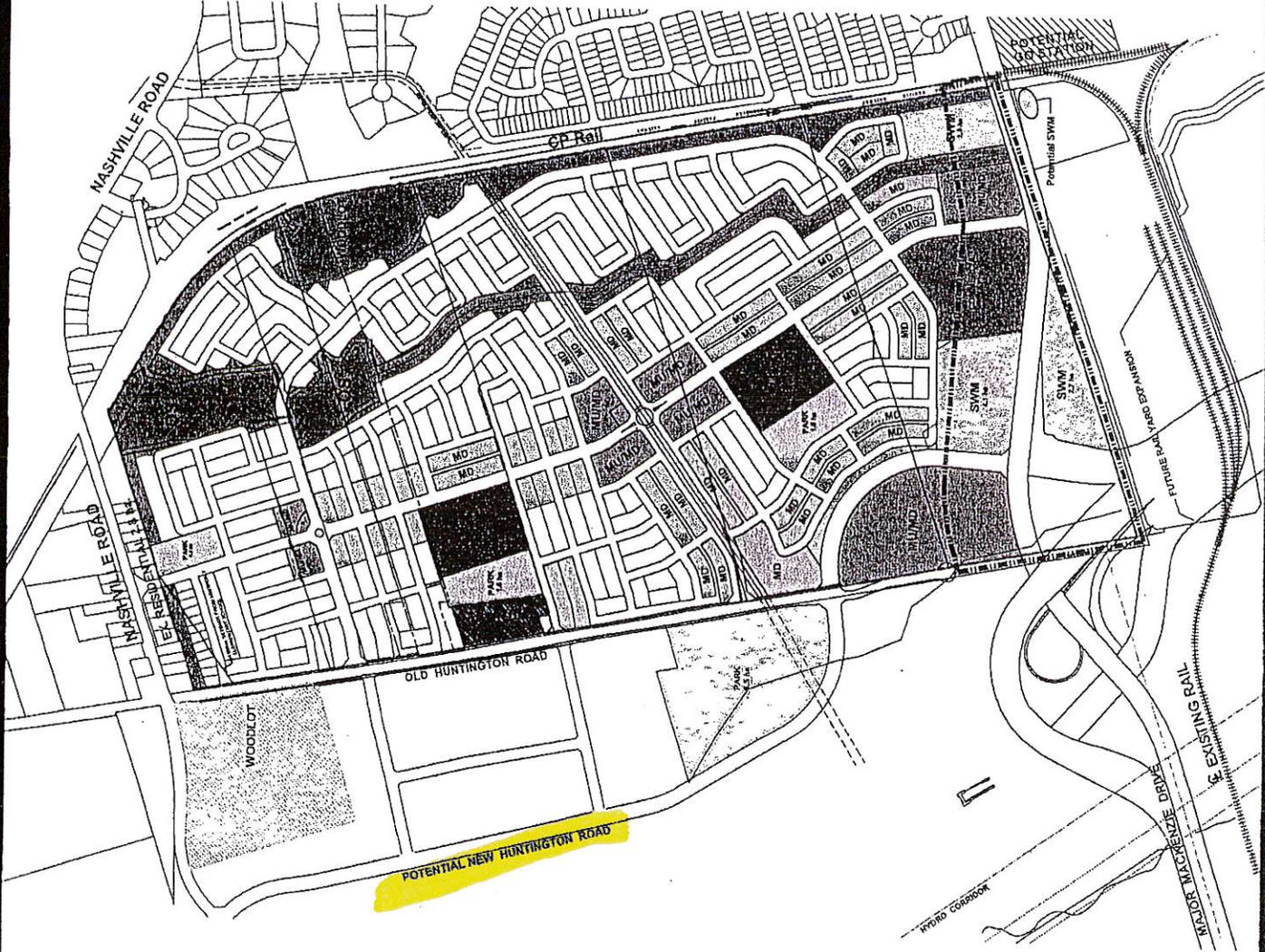
SIGNING OFFICER  
*[Signature]*  
MAYO  
CLEF



# LOCATION MAP

Not to Scale

# PRELIMINARY BLOCK PLAN



## NASHVILLE WEST COMMUNITY BLOCK 61, CITY OF VAUGHAN, ONTARIO

### Legend

- Subject Lands
- Trans-Canada Pipeline
- Special Policy Area
- Elementary School
- Park/Parkette
- Open Space
- Plaza

- Low Density Residential (32m Depths)
- Medium Density Residential
- Mixed Use/Medium Density
- General Commercial
- Storm Water Management
- Cemetery
- Staked Limit of Feature
- Development Limit (10m Buffer)

Date: September 15, 2008

Prepared by:

**MALONE GIVEN PARSONS LTD.**  
140 Renfrew Drive, Suite 201  
Markham, Ontario, L3R 8B3  
Tel: (905) 947-6000  
Fax: (905) 513-0177

---

**From:** Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>  
**Sent:** Monday, September 15, 2014 4:29 PM  
**To:** Loren Polonsky (Loren.Polonsky@parsons.com)  
**Subject:** FW: BL.59.2014 - Request for Notifications

Loren,

Please see email below.

Thanks,  
Mani

---

**From:** Hubjer, Selma  
**Sent:** Monday, September 15, 2014 4:25 PM  
**To:** Shahrokni, Mani  
**Subject:** FW: BL.59.2014 - Request for Notifications

Please see email from Melissa. Please advise Parsons as well.

Selma

---

**From:** Rossi, Melissa  
**Sent:** Monday, September 15, 2014 3:10 PM  
**To:** Macri, Lori; Hamill, Joan; Messere, Clement; Hubjer, Selma  
**Subject:** FW: BL.59.2014 - Request for Notifications

Please add contact below to file: BL.59.2014 (Block 59) in the West Vaughan Employment Area Secondary Plan.

Clement – please add contact to your notification list for Fed-Ex and Cost-Co.

Selma – please add to your EA contact list.

Thanks,  
Melissa

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**From:** Katherine Bailey [<mailto:kbailey@wndplan.com>]  
**Sent:** Monday, September 15, 2014 3:07 PM  
**To:** Rossi, Melissa  
**Subject:** BL.59.2014 - Request for Notifications

Hi Melissa,

We would respectfully request that Walker, Nott, Dragicevic Associates Limited be provided with notice of any future public meetings, reports, and decisions related to File BL.59.2014. We would also request notice of any decision with respect to zoning amendment approvals or draft plans of subdivision for any other lands within the Block Plan 59 land area, as well as any meetings related to Environmental Assessments within the area.

Thank you very much.

Sincerely,  
Katherine Bailey,  
BES Planner



Walker, Nott, Dragicevic Associates Limited

90 Eglinton Avenue East, Suite 970  
Toronto, ON M4P 2Y3  
t: 416-968-3511 ext.172 f: 416-960-0172  
e-mail: [kbailey@wndplan.com](mailto:kbailey@wndplan.com) web: [www.wndplan.com](http://www.wndplan.com)

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# Notice of Study Completion

Placeholder for Notice