

**BASS PRO MILLS DRIVE, FROM HIGHWAY 400 TO WESTON ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

Appendix O Consultation

## **Appendix O.6 STAKEHOLDER GROUP**



## Robinson, Jennifer

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**From:** Robinson, Jennifer  
**Sent:** Thursday, March 5, 2020 3:45 PM  
**To:** [REDACTED]  
**Cc:** Esedebe, Hilda; Cholewa, Peter; Addley, Diana  
**Subject:** Notice of Study Commencement - MCEA Class EA, Bass Pro Mills Drive (Highway 400 to Weston Road)  
**Attachments:** [REDACTED]\_stakeholder\_let\_fnl\_20200305.pdf; 160540006\_notice\_study\_commencement\_final\_IM-7212-19.pdf

Hello,

Please see the attached Notice of Study Commencement for the **Bass Pro Mills Drive (Highway 400 to Weston Road)** project. As indicated within the attached notice, the City of Vaughan has initiated a Municipal Class Environmental Assessment study for the proposed extension of Bass Pro Mills Drive, between Highway 400 and Weston Road. The purpose of this notice is to inform you of this study and the overall consultation process, as well as invite to participate as a member of the Stakeholder Group.

We kindly request that you indicate your interest in the study and/or Stakeholder Group by returning the attached reply form to us before **Friday, March 27, 2020**.

Should you have any questions, please do not hesitate to contact us.

Regards,

### Jenn Robinson

Environmental Planner, Transportation GTA  
OSEC, Markham Office

Direct: 905-944-6232  
Fax: 905-474-9889  
Jennifer.Robinson@stantec.com

Stantec  
300W-675 Cochrane Drive  
Markham ON L3R 0B8



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March 05, 2020

Attn: [REDACTED]

**Re: City of Vaughan  
Municipal Class Environmental Assessment  
Bass Pro Mills Drive, Highway 400 to Weston Road**

Dear [REDACTED],

As indicated in the attached notice, the City of Vaughan (City) has initiated a Municipal Class Environmental Assessment (Class EA) study for the proposed extension of Bass Pro Mills Drive between Highway 400 and Weston Road. The study will fulfill the requirements for Schedule 'C' as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011, and 2015).

The purpose of this letter and attached notice is to inform you of this study and to invite you to participate as a member of the Stakeholder Group (SG). The SG will meet in advance of key decision points to review areas of interest.

We kindly request that you indicate your interest in the study and/or SG participation by completing and returning the enclosed reply form to the undersigned before Friday, April 3, 2020. If this notice has reached you in error, please discard the letter and advise the undersigned.

We look forward to your reply. Should you have any questions, please do not hesitate to contact the undersigned at (905) 415-6401 or [Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com).

Yours truly,

**Stantec Consulting Ltd.**



Diana Addley,  
Senior Environmental Planner

cc: Hilda Esedebe, P.Eng., City of Vaughan  
Peter Cholewa, P.Eng., Stantec Consulting Ltd.



**STAKEHOLDER GROUP (SG) - REPLY FORM** (Please Print)

**Re: City of Vaughan  
Municipal Class Environmental Assessment  
Bass Pro Mills Drive, Highway 400 to Weston Road**

**Date:** -----

**Name:** -----

**Affiliation** (if applicable): -----

**Address:** -----

----- **Postal Code:** -----

**Phone:** ----- **Fax:** -----

**Email:** -----

**Do you wish to be kept informed of the study?** (Circle Yes or No)

**Yes                      No**

**Do you wish to participate as a member of the Stakeholder Group?**

(Circle Yes or No)

**Yes                      No**

**Comments:** -----

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**Please return this form to the contact below by Friday, March 27, 2020.**

Diana Addley, Senior Environmental Planner  
**Mailing Address:** 300W-675 Cochrane Drive, Markham, ON L3R 0B8  
**Email Address:** [Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)

*With the exception of personal information, all comments will become part of the public record.*



## Robinson, Jennifer

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**From:** Addley, Diana  
**Sent:** Monday, October 12, 2020 8:54 PM  
**To:** Robinson, Jennifer  
**Subject:** FW: Bass Pro Mills Dr. EA - Stakeholders Group Meeting 1  
**Attachments:** Bass Pro Mills EA\_notes\_SG\_mtg\_20200914\_final.pdf; Bass Pro Mills EA\_pres\_SG\_1\_20200914-final\_v2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Sent:** Friday, October 9, 2020 6:32 AM  
**To:** Hubjer, Selma <Selma.Hubjer@vaughan.ca>; Addley, Diana <Diana.Addley@stantec.com>; Cholewa, Peter <Peter.Cholewa@stantec.com>;

**Cc:** Musacchio, Vince <Vince.Musacchio@vaughan.ca>; Spensieri, Nick <Nick.Spensieri@vaughan.ca>  
**Subject:** RE: Bass Pro Mills Dr. EA - Stakeholders Group Meeting 1

Hello all,

Please find attached the notes from the September 14<sup>th</sup> Stakeholders Group Meeting for the Bass Pro Mills Environmental Assessment Study. Also attached are the presentation slides with revisions to slides 8 and 11 based on comments received. If feedback on the notes is not received by October 16<sup>th</sup>, they will be considered final.

Please send any questions to me directly.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

Kindly email me directly with any questions. You may also visit the study website at [www.vaughan.ca/Basspromillsea](http://www.vaughan.ca/Basspromillsea) for more information.

Your participation is most appreciated,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

**City of Vaughan | Infrastructure Development**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)



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## Stakeholder Group Meeting 1

Bass Pro Mills Drive Extension, Municipal Class Environmental Assessment / 16054006/IM-7212-10

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Date/Time: September 14, 2020 / 6:00 PM

Virtual Platform: Microsoft Teams

Next Meeting: TBD

Attendees:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Hilda Esedebe (City of Vaughan)  
Selma Hubjer (City of Vaughan)  
Peter Cholewa (Stantec Consulting Ltd.)  
Diana Addley (Stantec Consulting Ltd.)  
Arash Mirhoseini (Stantec Consulting Ltd.)

Absentees:

[REDACTED]  
[REDACTED]  
[REDACTED]

Distribution: All Attendees and Absentees

### Introduction:

The City and Stantec introduced the study team and provided a brief overview of the Bass Pro Mills Drive Municipal Class Environmental Assessment (MCEA) study. Stantec shared a presentation related to the MCEA, including a summary of the study background, existing environmental information collected to date, the proposed field investigation schedule, preliminary traffic analysis, the preliminary evaluation of alternative solutions and associated evaluation criteria, preliminary design criteria, general project schedule and next steps.

It was noted that this study builds upon the Vaughan Mills Centre Secondary Plan (VMCSP), and that the future extension is envisaged to include an enhanced boulevard, transit amenities and active transportation facilities.

### Question/Answer:

**Q1 Where would the extension come out at Weston?**

A1 We are in the early stages of the Municipal Class Environmental Assessment (EA) process. At this time, we have not developed and/or assessed alternative design concepts for the road extension, and we will do so during the next stages of the study. Also, York Region previously completed an EA for the future widening of Weston Road within the Bass Pro Mills Drive study area. Detailed design was recently initiated with anticipated timing of construction in 2027, although that could change in the as the Region reviews capital planning.

**Q2 Will there be a new traffic light at Weston Road and Bass Pro Mills Drive?**

A2 Bass Pro Mills Drive is a major collector roadway. These types of road connections typically trigger the need for traffic lights. The distances between existing and future intersections will also be reviewed as part of this study.

**Q3 Will the new alignment be coming straight across from the existing bridge?**

A3 The Vaughan Mills Centre Secondary Plan shows a preliminary alignment that was developed as part of the Secondary Plan process; however, this study will evaluate alternative alignments and cross-sections for the new road extension and determine the preferred based on the evaluation criteria.

**Q4 Are you replacing the existing structure over Highway 400?**

A4 At this time, replacing the existing structure is not being considered. As part of this study, minor improvements to the existing structure will be assessed if needed to accommodate active transportation.

**Q5 Will the presentation be available to share with the attendees?**

A5 Yes, the presentation was shared in advance of today's meeting and will be attached to the meeting minutes once prepared.

**Q6 I understand the primary area is going through a more comprehensive traffic assessment?**

A6 Yes, microsimulation is being undertaken for the primary study area, which is a more detailed level of investigation. However, the traffic analysis will still allow the project team to assess the potential impacts of the project to the Secondary Study area.

**Q7 I recognize that the proposed extension is intended to provide relief to Langstaff and Rutherford Roads; however, I am concerned that it will impact an already significant traffic problem in the Weston Downs area to the west.**

A7 Noted. Traffic analysis will be completed to assess impacts to the study area.

**Q8 What happens further into the subdivision? There is a concern that traffic will continue into the subdivision to the west of Weston Road.**

A8 Once the preferred alignment is selected, traffic analysis will be completed to assess impacts to the study area.

**Q9 Will there be any consultation or traffic studies in the coming year to gauge impacts to the Weston Downs area?**

A9 The Weston Downs Traffic study was previously completed for this area. Mitigation measures were recommended as part of this study, and the City has implemented them. Recommendations were also made for Regional roads for implementation by the Region. The Bass Pro Mills Drive study will review the effects the proposed extension may have on the Secondary Study area which covers Weston Downs.

**Q10 Will the City of Vaughan be implementing a 2020 traffic study?**

A10 The City is currently completing a Transportation Master Plan (Vaughan Transportation Plan, VTP), which is a long-range plan for transportation improvements for the City. The VTP will not be completed at the same level of detail as the Weston Downs and/or Bass Pro Mills EA traffic studies. At this time, it is not known if there was a commitment to carry out additional studies since the Weston Downs traffic study was completed. The project team can check with the City's Traffic Operations department.

**Q11 When the Secondary Plan was under development, the Prestige Employment building and associated policy was placed to help to avoid further traffic infiltration. We (the Weston Downs Ratepayers Association) would like the City of Vaughan to commit to this. Weston Downs would be happy with the extension and have no issues if there was a commitment to keeping this policy.**

A11 Noted, although this is in relation to the Secondary Plan. The proposed road extension was identified within the Secondary Plan, but it should be made clear that the Secondary Plan process is separate from the EA. We understand that there are ongoing appeals to the Secondary Plan in relation to the land use in the area, and the project team can follow up with the City's Policy Planning department on that policy as information for the EA.

**Q12 Can you share the baseline traffic analysis with the group? We would like to review what your future baseline is so that we can fully understand when the AM and PM analysis was done and based on.**

A112 The analysis was based on a conservative approach. Traffic counts were extracted from the highest peak times (6:30 am to 9:30 am and 3:30 pm to 6:30 pm).

**Q13 We have gone through data before. We need to understand what your future baseline is, what to expect, and to understand more. You mentioned that the study was initiated in March, and you seem to be progressing very quickly. Could we have a meeting to discuss these items in more detail?**

A13 The Notice of Study Commencement was sent in March 2020, to which we received a considerable number of responses/feedback from the public. The notice was shared broadly using social media and newspapers, and mailed to addresses in and around the study area. Traffic data collection did however occur in fall 2019 and included field data that was previously collected as part of the City's routine traffic data collection program. Note that the data was collected in advance of COVID-19, and not when the transportation systems may have been impacted by the pandemic.

This study is moving at the usual pace for a study of this kind, and this is the first Stakeholders Group meeting as it is still early in the study process. The project team would be happy to meet with the Weston Downs Ratepayers Association to further review and discuss the traffic data being used as part of this study.

**Q14 What about the plans for the building on the west side of the planning area, east of Astona Road?**

A14 What is being shown in the Secondary Plan can be followed up separately with the City's Policy Planning department. The focus of this current study is the proposed extension of Bass Pro Mills Drive.

**Q15 When will all these questions be answered?**

- A15 Questions as they relate to the Secondary Plan should be addressed through the Secondary Plan process, with the City's Policy Planning department. Any outstanding questions regarding the Bass Pro Mills EA study will be followed up by the project team whom will keep the Stakeholders Group informed as the study progresses.
- Q16 How long will this study process be?**
- A16 At this time, we are anticipating that the Environmental Study Report will be filed in December 2021, with the project close-out in early 2022.

The meeting adjourned at 7:45 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



**Diana Addley**  
Senior Environmental Planner  
Phone: 905-415-6401  
Email: [diana.addley@stantec.com](mailto:diana.addley@stantec.com)

Attachment: Stakeholder Group Meeting 1 Presentation (revised based on comments received)

# **Bass Pro Mills Extension**

Highway 400 to Weston Road  
Schedule C Municipal Class Environmental Assessment

## **Stakeholder Meeting #1**

September 14, 2020

# Agenda



Introductions



Study Overview



Preliminary Traffic/Transportation Analysis



Problems and Opportunities



Nature & Timing of Field Work



Existing Study Area Conditions



Evaluation of Alternative Solutions



Project Schedule/Timelines



Next Steps



# Study Overview

The City of Vaughan is undertaking a Municipal Class Environmental Assessment study for the proposed extension of Bass Pro Mills Drive, from Highway 400 westerly to Weston Road. This extension would provide a new major collector roadway that unites neighbourhoods from Weston Road to Jane Street, redistributes east-west traffic and alleviates congestion on Rutherford Road.

An enhanced boulevard could accommodate new York Region Transit amenities, a pedestrian friendly multi-use trail, as well as on-street cycling facilities.

The proposed extension of Bass Pro Mills Drive is envisaged to support future development in the study area, including the employment and intensification plans developed as part of the Vaughan Mills Centre Secondary Plan (VMCSP).



# Vaughan Mills Centre Secondary Plan

The City of Vaughan adopted the Vaughan Mills Centre Secondary Plan (VMCSP) in 2012 to establish a framework for land use planning in the area and to guide future development planning within the subject lands.

As part of the VMCSP, recommendations for transportation improvements within the study area were developed based on an assessment of:

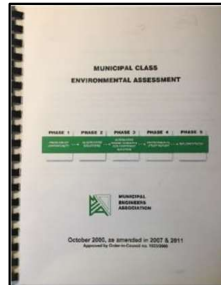
- Future land use
- Forecasted population and employment growth
- Projected future traffic volumes
- Existing and future roadway operations
- Roadway engineering design criteria
- Technical evaluation of transportation options
- Feedback received from the public, agencies and landowners/developers



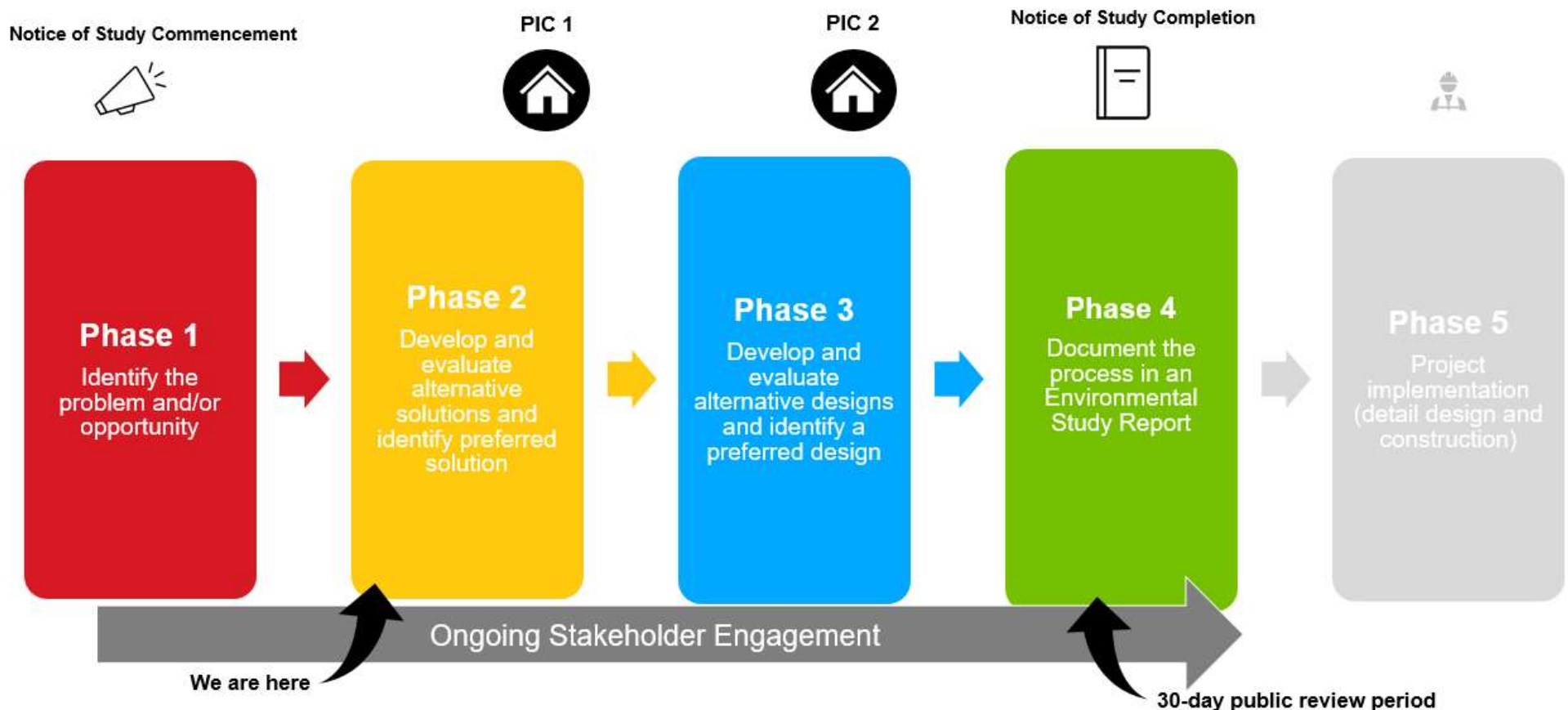
The extension of Bass Pro Mills Drive was recommended in the VMCSP, consisting of a wide, visually appealing streetscape with a multi-use trail and on-street cycling facilities along the new road right-of-way.

# Municipal Class Environmental Process

Municipal planning for infrastructure improvements must be completed in accordance with the Municipal Engineers Association's Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2015). This is an approved process under the Environmental Assessment Act.

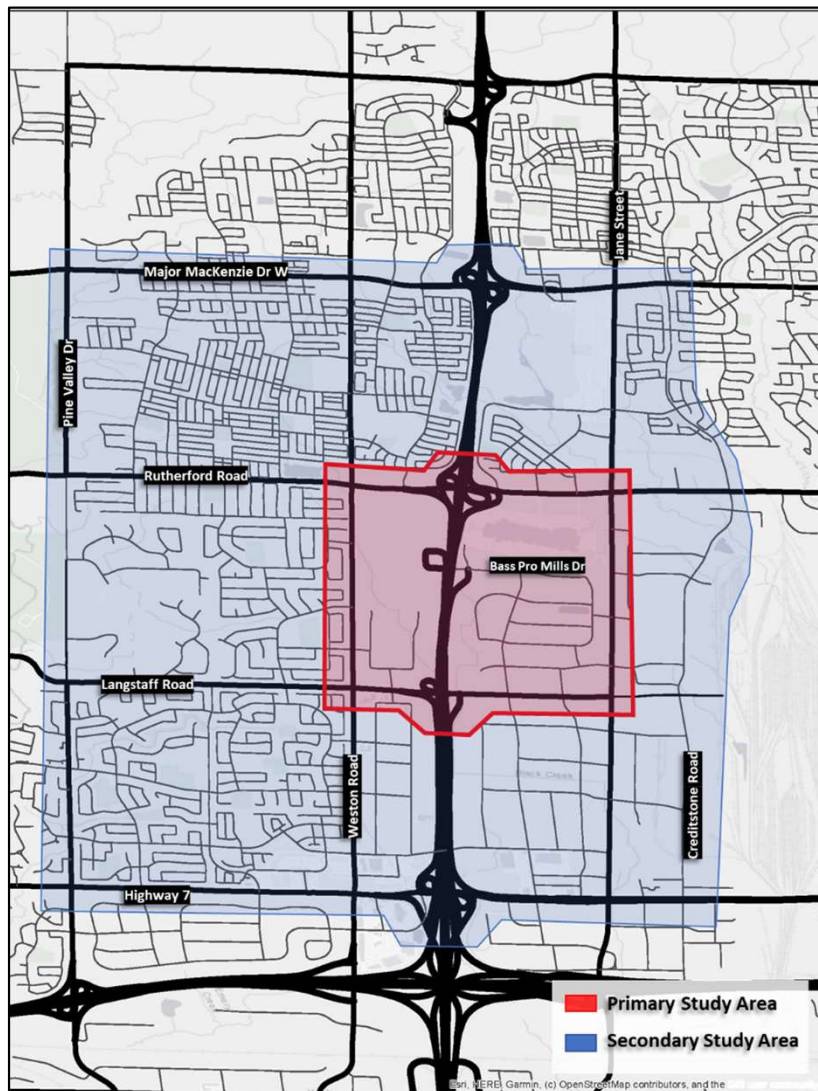


The proposed extension of Bass Pro Mills Drive classifies as a Schedule C project. These projects are required to follow Phases 1 through 4 of the MCEA process.





# Transportation Analysis Study Areas



## Primary Study Area (area in red)

- Area in which a microsimulation model was developed – this is where the greatest transportation impact will be experienced as a result of the Bass Pro Mills extension
- Bounded by Weston Road to the west, Jane Street to the east, Langstaff Road to the south, and Rutherford Road to the north

## Secondary Study Area (area in blue)

- Area used for a higher-level impact review
- Bounded by Pine Valley Drive to the west, Credit Stone Road to the east, Highway 7 to the south, and Major Mackenzie Drive West to the north

# Existing Transportation Network

## Road Network

The road network includes the following major roads:

- Rutherford Road
- Jane Street
- Bass Pro Mills Drive
- Langstaff Road
- Weston Road
- Highway 400

The study area is car-oriented and auto use makes up over 90% of trips to/from Vaughan Mills Mall and over 85% of total trips in the City of Vaughan.

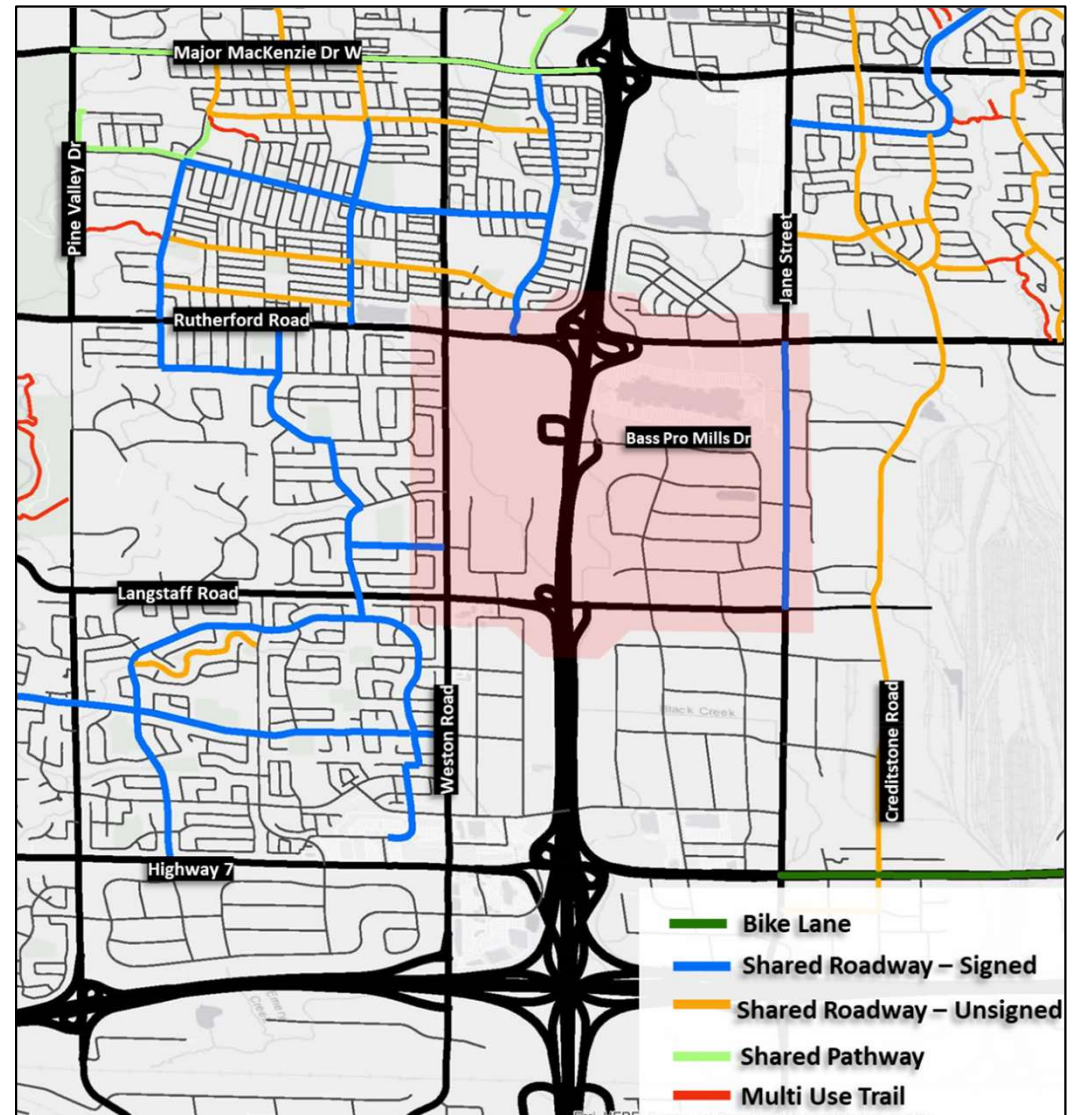
	Transit	Cycling	Auto	Walk	Other
<b>AM Peak Period</b>					
Vaughan Mills Mall	5%	2%	91%	2%	0%
City of Vaughan	5%	0%	85%	7%	2%
<b>PM Peak Period</b>					
Vaughan Mills Mall	6%	0%	94%	0%	0%
City of Vaughan	9%	0%	89%	1%	0%

# Existing Transportation Network

## Active Transportation Network

The active transportation network includes:

- limited cycling or multi-use paths;
- one shared roadway with sharrows on Jane Street and an unsigned bike route on Springdale Road;
- sidewalks throughout; and
- only 4% active mode share to/from Vaughan Mills Mall during the AM peak and 0% during the PM peak.





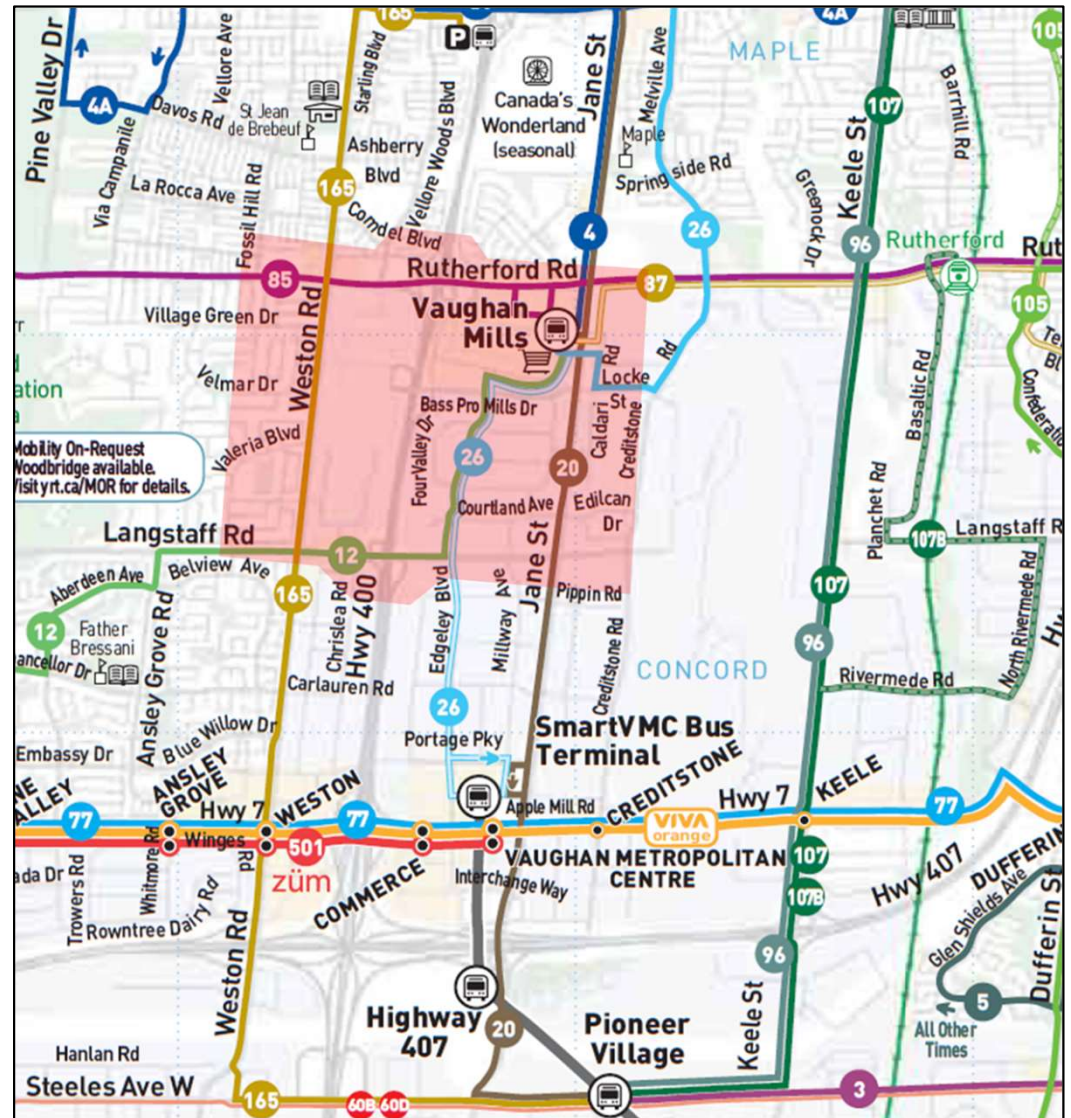
# Existing Transportation Network

## Transit Network

The transit network includes:

- eight York Region Transit (YRT) routes;
- connections to TTC, Mississauga Transit, Brampton Transit and GO Transit in the surrounding area; and
- frequent service on route 20 Jane (every 15 minutes or better).

Route Number/ Name	Frequency Weekday AM (minutes)	Frequency Weekday PM (minutes)
4 - Major Mackenzie	30	30
12 - Pine Valley	30	30
20 - Jane	12	13
21 - Vellore	60	60
26 - Maple	27	30
85 - Rutherford	27	24
87 - Autumn Hill	35	40
165 - Weston	30	35



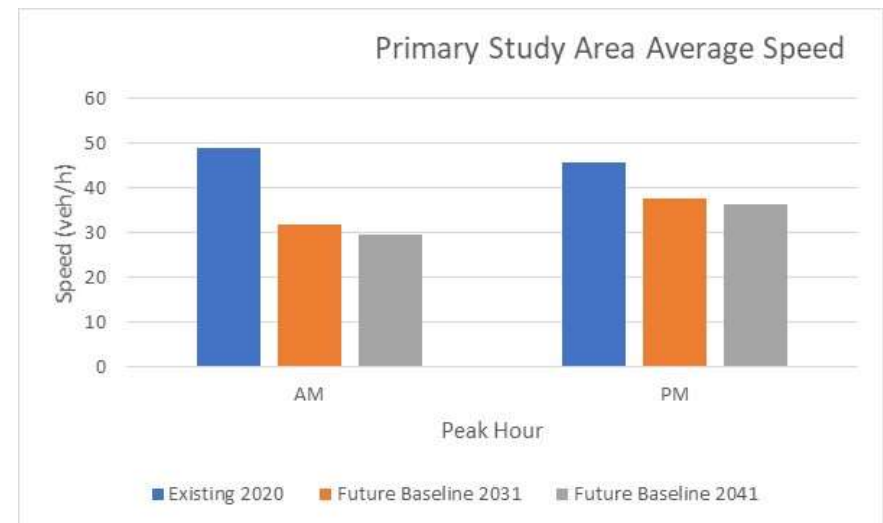
# Existing vs Future Baseline Analysis

## Transportation Analysis – Primary Study Area Global Network Operations

- Analysis based on microsimulation model
- Future Baseline 2031/2041 scenarios show significant deterioration in performance within the Primary Study Area when compared to Existing Conditions

AM Peak Hour	Existing 2020	Future Baseline 2031	Future Baseline 2041
Delay (s/km)	51.1	158.8	140.13
Total Travel Time (veh-h)	2,411	4,448	4,902
Speed (km/h)	48.9	31.8	29.7

PM Peak Hour	Existing 2020	Future Baseline 2031	Future Baseline 2041
Delay (s/km)	79.4	147.1	153.4
Total Travel Time (veh-h)	2,820	4,940	5,136
Speed (km/h)	45.7	37.6	36.5





# Existing vs. Future Baseline Analysis

## Transportation Analysis – Major Intersection Operations

- Analysis based on microsimulation model
- Many intersections show significantly worse level of service (LOS) in the Future Baseline 2031/2041 scenarios when compared to Existing Conditions
- Table shows LOS results at 6 of the major intersections in the study area

Intersection	Existing 2020				Future Baseline 2031				Future Baseline 2041			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Rutherford Road at Vellore Woods Blvd.	29	C	24	C	120	F	75	E	100	F	76	E
Rutherford Road at Canada's Wonderland Drive / Hwy 400 Northbound Off-Ramp	20	B	20	C	90	F	47	D	89	F	44	D
Rutherford Road at Julliard Drive	18	B	23	C	61	E	79	E	43	D	82	F
Rutherford Road at Jane Street	43	D	46	D	78	E	100	F	68	E	90	F
Langstaff Road at Hwy 400 Northbound Off-Ramp	51	D	17	B	531	F	91	F	181	F	83	F
Langstaff Road at Weston Road	38	D	51	D	398	F	155	F	130	F	218	F

# Problems and Opportunities

## Problem and Opportunity Statement:

The purpose of this study is to assess the need to extend Bass Pro Mills Drive, from Highway 400 to Weston Road, as recommended in the Vaughan Mills Centre Secondary Plan to:

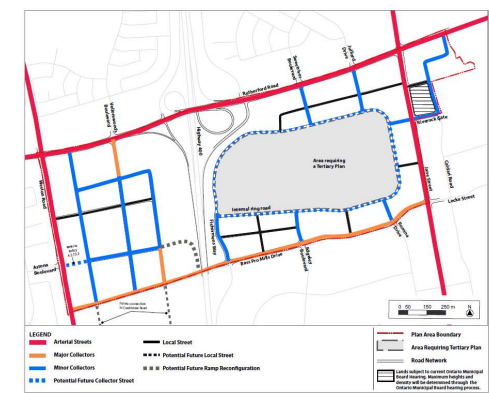
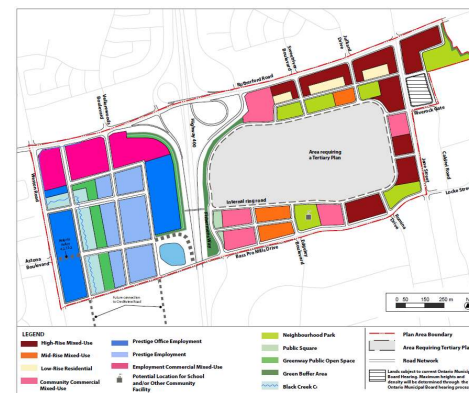
- provide a new east-west multi-modal connection between Highway 400 and Weston Road, including a new route connection for York Region Transit (YRT);
- help distribute east-west traffic and alleviate congestion along Rutherford Road to the north;
- support future growth and development within the plan area; and,
- develop a safe and comfortable environment for active transportation users.



VAUGHAN  
MILLS CENTRE  
SECONDARY  
PLAN

As adopted by the City of Vaughan on  
March 18, 2014 and approved with  
modifications by the Region of York on  
July 11, 2016.

DIALOG



# Technical and Environmental Studies

A number of technical and environmental studies are planned as part of this MCEA, including but not limited to:

- Traffic operations
- Socio-economic
- Terrestrial and aquatics
- Cultural heritage
- Archaeology
- Contamination
- Stormwater management
- Fluvial geomorphology
- Geotechnical
- Hydrogeological
- Noise
- Air quality
- Climate change



The findings of these studies will be documented and appended to the Environmental Study Report.

# Nature & Timing of Field Work

A series of environmental studies are being completed as part of this study to assess and confirm the existing study area conditions. Fieldwork has been delayed as requests for Permission-to-Enter (PTE) private property have not been responded to. The timing of field work is anticipated to be conducted as follows:

- **Fluvial Geomorphological Assessment** – observation of the function, condition and composition of watercourses which may involve the collection of data with hand-held equipment and taking photographs **(Fall 2020)**
- **Archaeological Investigation** – identification of potential archaeological resources through pedestrian survey and by hand digging small test pits on agricultural properties **(Fall 2020)**
- **Terrestrial and Aquatic surveys** – visual survey and assessment of the site involving the collection of data on watercourses, wetlands, vegetation, incidental wildlife observations, and aquatic species. Surveys may involve photographing, recording sounds and mapping areas of vegetation and fish and wildlife habitat **(Late Summer/Fall 2020 and Spring/Summer 2021)**
- **Geotechnical and Hydrogeological Investigation** – advance boreholes using a truck or small track-mounted drilling rig to investigate soil and/or groundwater conditions. Also involves the collection of groundwater level data from monitoring wells installed as part of the drilling **(Spring 2021)**





# Existing Study Area Conditions

Desktop studies have been completed to date, including:

- Socioeconomic Review
- Cultural Heritage Overview and Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Checklist
- Natural environment review
- Archaeological review

## Socioeconomic

- Along with lands south of Rutherford Road, only remaining agricultural designated lands within this area of City
- Primarily residential to west, and mix of chain commercial, service commercial, and industry/office uses to north, south, and east

## Natural Environment

- Much of study area consists of meadow communities, including some shallow marsh communities.
- Potential for habitat of several significant species, including turtle nesting/wintering habitat.
- Black Creek tributary is located on the west side of the study area which flows south connecting to the Humber River
- Tributary is likely to support warmwater fish species
- Field investigations will be undertaken to confirm presence/absence of potentially significant wild habitat and/or species within the study area.

## Cultural Environment

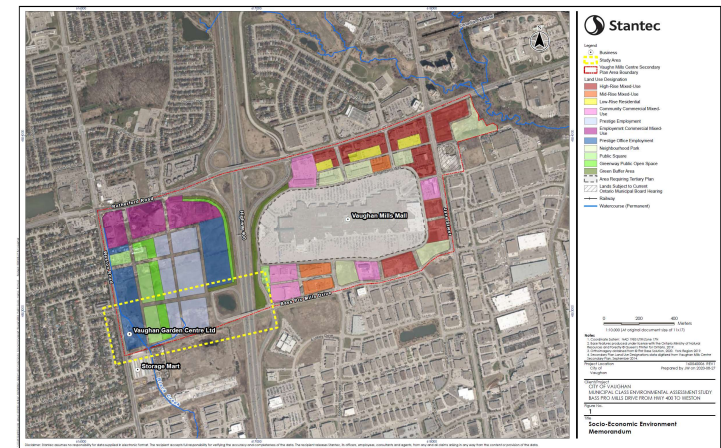
- No built heritage and/or cultural heritage landscapes present within or adjacent to the study area

## Archaeology

- Large portions having potential for recovery of archaeological resources

## Utilities

- Possible cell tower, Enbridge and Hydro One confirmed absence of facilities, some info received for Weston



# Evaluation Criteria

The following criteria was used to carry out the preliminary evaluation of alternative solutions:

## **Transportation**

- Safety
- Active Transportation
- Transit
- Traffic Operations
- Enhance Emergency Vehicle Response/Access
- Road Network Compatibility/Connectivity

## **Socio-Economic Environment**

- Accessibility
- Impacts to Entrances/Access to Private Properties
- Property Acquisition Requirements
- Provincial Planning Objectives
- Municipal Planning Objectives
- Compatibility with Existing and Proposed Development
- Business Operations
- Noise
- Community Access during Construction Phase

## **Cultural Environment**

- Archaeological Resources
- Built Heritage Resources and Cultural Landscapes

## **Natural Environment**

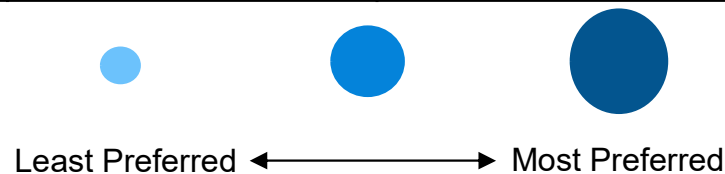
- Fisheries and Aquatic Habitat
- Surface Water Quality/Quantity
- Vegetation
- Wildlife Habitat
- Air Quality
- Climate Change

## **Technical**

- Impacts to utilities
- Construction Feasibility
- Stormwater/Drainage Quality/Quantity
- Cost

# Preliminary Evaluation of Alternative Solutions - Summary

Criteria	Do Nothing	Improve Transit, Employ Travel Demand Management Measures	Intersection and/or Operational Improvements	Improve Existing East West Roadways in Area	Extend Bass Pro Mills Drive to Weston Road
Transportation					
Socio-Economic					
Cultural Environment					
Natural Environment					
Technical					
<b>Summary</b> Recommended to be carried forward?	<b>No</b> Does not address the problems and opportunities	<b>Yes</b> Within the overall strategy	<b>Yes</b> Within the overall strategy	<b>No</b> Subject to separate studies	<b>Yes</b> Carried forward as Recommended Solution



# Recommended Solution

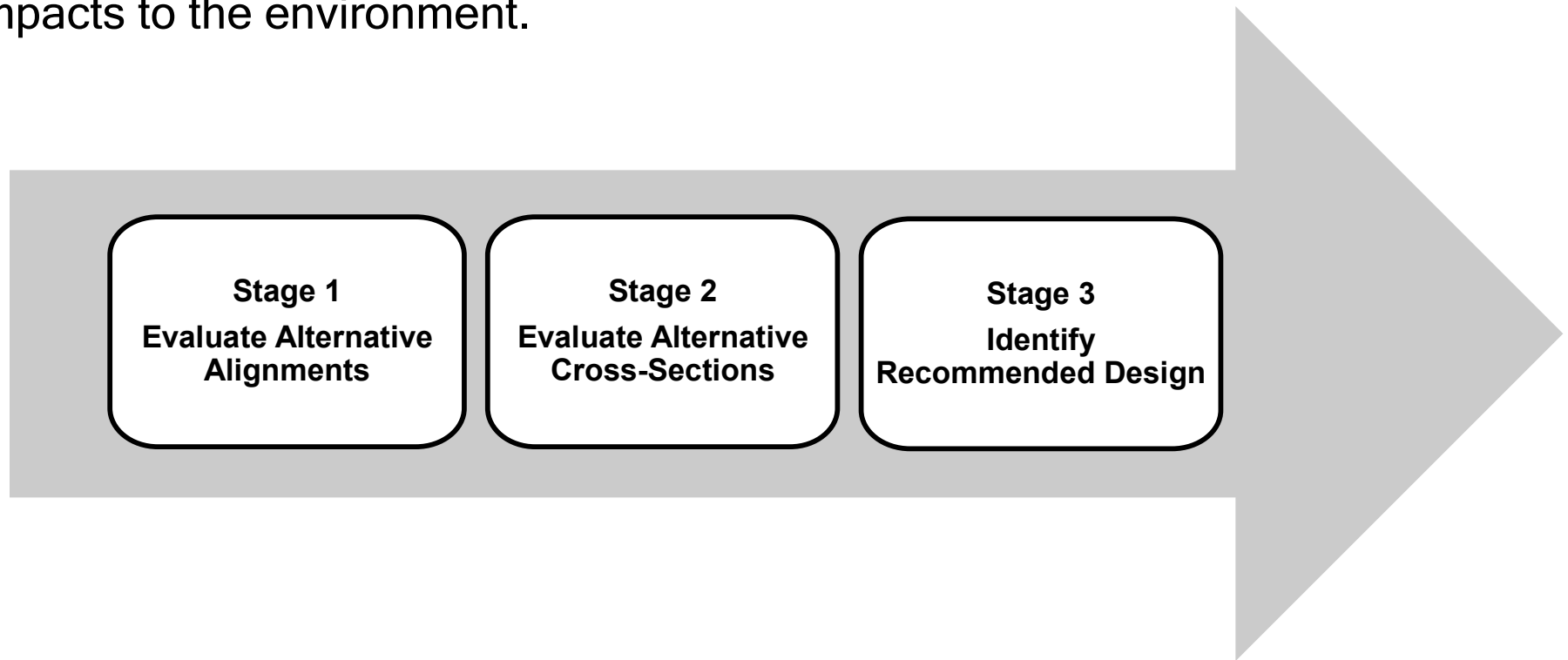
Based on the findings of the Evaluation of Alternative Solutions, extending Bass Pro Mills Drive to Weston Road is recommended based on the following key rationale:

- Provides the best opportunity to improve travel safety, enhance the pedestrian environment, support the development of new multi-modal transportation connections, provide an alternative east-west route and alleviate traffic congestion for the long-term
- Highest potential to increase accessibility, improve access to private property, support existing and future development and is in line with municipal and provincial planning objectives
- Provides the best opportunity to increase resilience to climate change, improve air quality and implement surface water control measures.
- Although the cost is moderate to high compared to the other alternatives, there are limited impacts to utilities or the disruption of traffic operations as the construction activities would be generally limited to undeveloped lands.



# Evaluation Approach - Recommended Design

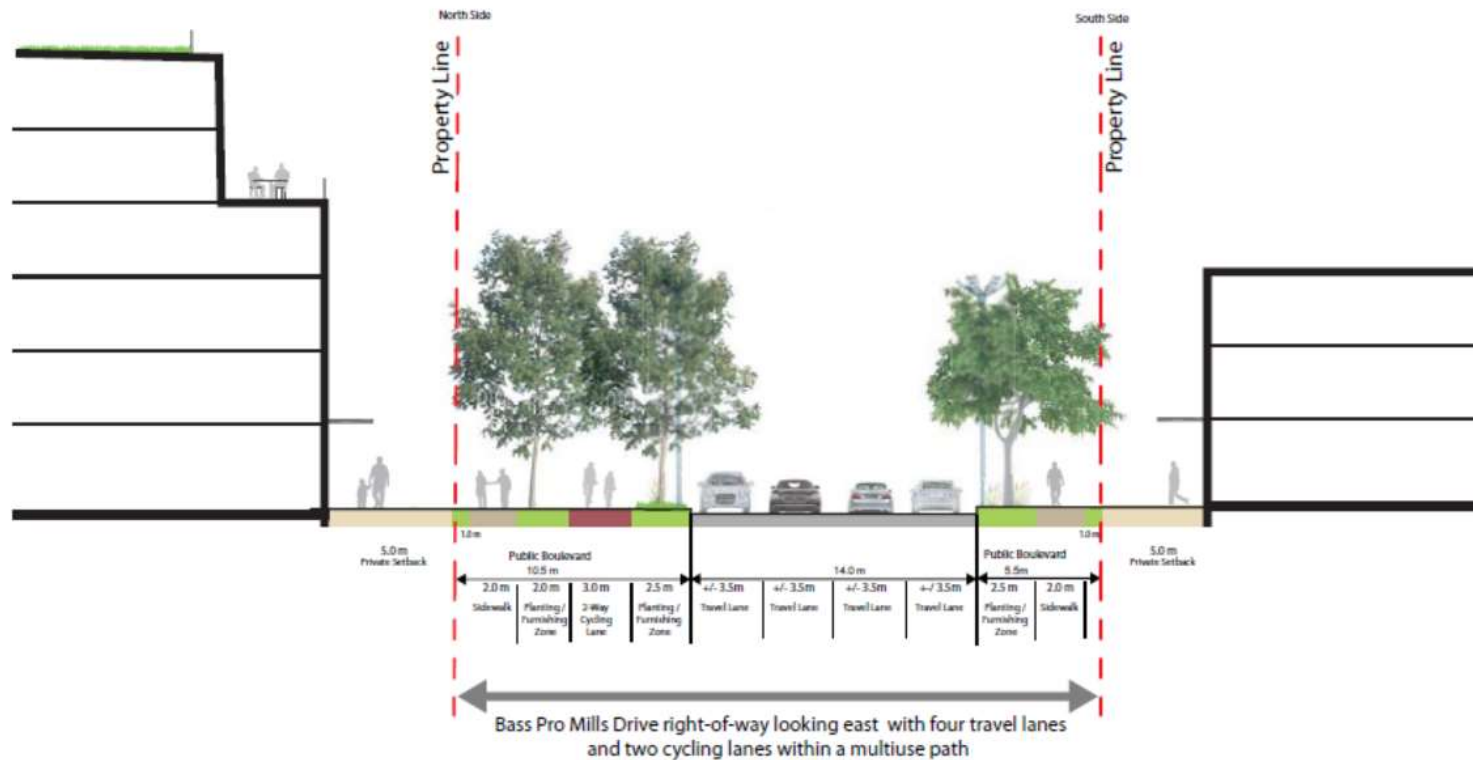
A staged approach will be used to identify and evaluate alternative design concepts, and to identify a recommended design that is cost effective, provides safe and functional traffic operations, improves local access, and minimizes impacts to the environment.



# Draft Design Criteria

## Potential Bass Pro Mills Cross-Section

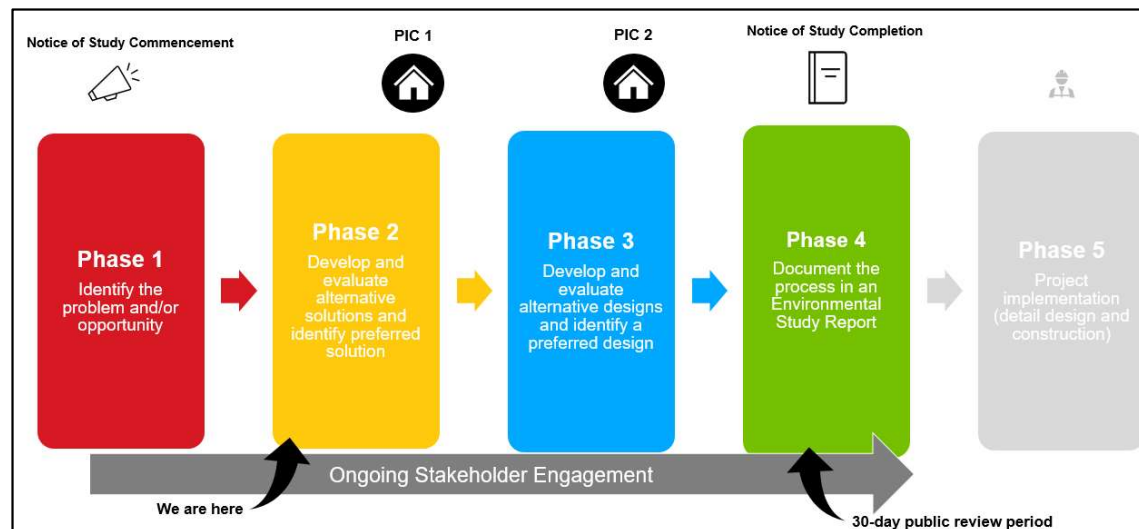
Major collector with multiuse path  
(30 metre right-of-way)



Vaughan Mills Centre Secondary Plan, Section D: Major Collector Special Condition (Bass Pro Mills)

# Project Schedule / Timelines

Key Point in Study Process	Approximate Timing
✓ Notice of Study Commencement	<b>March 5, 2020</b>
Public Information Centre 1	<b>Fall 2020</b>
Public Information Centre 2	<b>Spring 2021</b>
Draft Environmental Study Report	October 2021
Notice of Completion/Final ESR/ 30-day Public Review Period	<b>December 2021</b>



# Next Steps

- Review and consider feedback following today's meeting
- Initiate field investigations (subject to receipt of Permissions to Enter private property)
- Hold individual meetings with stakeholders (as needed)
- Confirm the problems and opportunities and Preferred Solution
- Prepare for Public Information Centre 1
- Issue draft PIC 1 materials for Stakeholder Group review and comment
- Attend PIC 1 (tentatively scheduled for Fall 2020)

**Hilda Esedebe, P.Eng.**

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T: 905-832-2281, ext. 8484  
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Markham, ON L3R 0A8  
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# Questions?

## Robinson, Jennifer

---

**From:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Sent:** Wednesday, November 11, 2020 4:54 PM  
**To:** [REDACTED]  
**Cc:** Cholewa, Peter; Addley, Diana; Robinson, Jennifer; Mirhoseini, Arash; Hubjer, Selma  
**Subject:** RE: Bass Pro Mills EA - Meeting with WDRA  
**Attachments:** Bass Pro Mills EA-WDRA Mtg 1-Response Memo-Nov 11 2020.pdf

Hello [REDACTED],

Please see attached memo as a follow-up to the November 6<sup>th</sup>, 2020 meeting with the Weston Downs Ratepayers Association (WDRA) regarding the Bass Pro Mills Municipal Class Environmental Assessment (MCEA) study.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
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---

**From:** Esedebe, Hilda  
**Sent:** Thursday, October 29, 2020 4:34 PM  
**To:** [REDACTED]

**Cc:** 'Cholewa, Peter' <Peter.Cholewa@stantec.com>; 'Addley, Diana' <Diana.Addley@stantec.com>; 'Robinson, Jennifer' <Jennifer.Robinson@stantec.com>; Mirhoseini, Arash <Arash.Mirhoseini@stantec.com>; Hubjer, Selma <Selma.Hubjer@vaughan.ca>  
**Subject:** RE: Bass Pro Mills EA - Meeting with WDRA

Hi [REDACTED],

I have just sent an updated meeting request for next Friday November 6<sup>th</sup>, 2:30-3:30pm.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)



---

**From:** [REDACTED]  
**Sent:** Thursday, October 29, 2020 3:05 PM  
**To:** Esedebe, Hilda ; [REDACTED]  
**Cc:** 'Cholewa, Peter' ; 'Addley, Diana' ; 'Robinson, Jennifer' ; Mirhoseini, Arash ; Hubjer, Selma  
**Subject:** [External] Re: Bass Pro Mills EA - Meeting with WDRA

Hello Hilda

My apologies, but I'm going to have to ask if we can move this meeting to next week. I will not be available tomorrow and I need more time to get the WDRA's issues and questions organized for you. The WDRA is available either Nov 2<sup>nd</sup> or the 6<sup>th</sup>. Please let us know what works best for you.

regards

[REDACTED]

---

**From:** Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Date:** Thursday, October 29, 2020 at 2:13 PM  
**To:** [REDACTED]  
**Cc:** 'Cholewa, Peter' <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>, 'Addley, Diana' <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>, 'Robinson, Jennifer' <[Jennifer.Robinson@stantec.com](mailto:Jennifer.Robinson@stantec.com)>, Mirhoseini, Arash <[Arash.Mirhoseini@stantec.com](mailto:Arash.Mirhoseini@stantec.com)>, Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>  
**Subject:** RE: Bass Pro Mills EA - Meeting with WDRA

Hello all,

As a follow up to my emails below. Please identify topics for discussion pertaining to the Bass Pro Mills EA as the meeting tomorrow was requested by the WDRA and we'd like to be better prepared to answer your questions.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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---

**From:** Esedebe, Hilda  
**Sent:** Friday, October 16, 2020 3:38 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Cholewa, Peter <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>; Addley, Diana <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>; Robinson, Jennifer <[Jennifer.Robinson@stantec.com](mailto:Jennifer.Robinson@stantec.com)>; [REDACTED]  
**Subject:** RE: Bass Pro Mills EA - Meeting with WDRA

Thank you [REDACTED]. We will update the study contact lists and assume that all four of you would like to be in the study's Stakeholders Group. Please advise if that is not the case.

I will send a meeting invitation for October 30<sup>th</sup>, 1-2pm (virtual, on MS teams). Please be reminded to identify topics for discussion pertaining to the Bass Pro Mills EA as this meeting was requested by the WDRA.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
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**From:** [REDACTED]  
**Sent:** Thursday, October 15, 2020 9:31 PM  
**To:** Esedebe, Hilda  
**Cc:** [REDACTED]  
**Subject:** [External] Re: Bass Pro Mills EA - Meeting with WDRA

Hi apologies for the delay.

All dates provided below are okay for me.

Please be advised that Anthony is no longer the president of WDRA. We have three co-presidents as follows:

[REDACTED]



[REDACTED]

Thank you,

[REDACTED]

On Oct 15, 2020, at 6:08 PM, Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)> wrote:

Hi [REDACTED]

As a follow up to my email below, since this meeting was requested by the WDRA, please advise of the items you wish to discuss as they pertain to the Bass Pro Mills EA. We suspect the Preliminary Traffic Analysis presented during the September 14 Stakeholders Group Meeting will be top of the list.

Also, I have heard from Rob regarding his availability for all three dates/times. Kindly advise of yours Anthony so the meeting can be scheduled.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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[vaughan.ca](http://vaughan.ca)

---

**From:** Esedebe, Hilda

**Sent:** Wednesday, October 14, 2020 12:52 PM

**To:** [REDACTED]

**Cc:** Cholewa, Peter <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>; Addley, Diana <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>; 'Robinson, Jennifer' <[Jennifer.Robinson@stantec.com](mailto:Jennifer.Robinson@stantec.com)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>

**Subject:** Bass Pro Mills EA - Meeting with WDRA

Hello [REDACTED]

Thanks again for attending the first Stakeholders Group Meeting for the Bass Pro Mills Environmental Assessment Study on September 14. During that meeting, a request was made by representatives of the Weston Downs Ratepayers Association (WDRA) for a separate meeting with the project team. Kindly advise which of the following dates/times would work best for a virtual meeting:

1. October 28, 1-2pm
2. October 28, 2-3pm
3. October 30, 1-2pm

Kindly advise **by Friday October 16<sup>th</sup>** to facilitate scheduling and preparation for this meeting.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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**DATE:** November 11, 2020

**TO:** Weston Downs Rate Payers Association (WDRA) – Co-presidents:  
[REDACTED]

**FROM:** Hilda Esedebe, Transportation Project Manager, Infrastructure Planning and Corporate Asset Management (IPCAM), City of Vaughan

**RE:** **Bass Pro Mills Municipal Class Environmental Assessment (MCEA) Study**

---

The purpose of this memorandum is to provide a response to questions/concerns noted during the November 6<sup>th</sup>, 2020 virtual meeting between City staff, the consultants (Stantec) and the WDRA, regarding the Bass Pro Mills MCEA study. It is hoped that this memo is able to shed light on the study process, the need and justification for the proposed extension of Bass Pro Mills Drive from Highway 400 to Weston Road, and help facilitate professional and meaningful dialogue going forward.

### **Background and Purpose**

The 2020 Provincial Policy Statement (PPS) is the guiding document that provides overall policy direction on matters of provincial interest relating to land use planning and development in Ontario. Local Official Plans are the primary mechanism for implementing the policies of the Official Plan, and in accordance with the Planning Act, decisions affecting planning matters shall be “consistent with” the PPS. The PPS includes additional policy direction for municipalities with respect to economic development and land supply. In the context of the Bass Pro Mills MCEA study, additional policy guidance is provided to promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimizing transit investments and standards to minimize land consumption and servicing costs.

The Bass Pro Mills Drive Extension MCEA supports matters of provincial interest as it aims to create an efficient intermodal transportation system that safely facilitates the movement of people and goods. The extension of Bass Pro Mills Drive also promotes economic development by ensuring necessary road infrastructure is provided to allow access to the planned employment area on the west side of Hwy 400, which will assist in addressing the projected employment needs of both the City and Region. This MCEA study and other city- and region-led transportation demand management strategies help to support efficient land development patterns within the City and the surrounding area, as well as address current and projected needs. In this regard, the extension of Bass Pro Mills west of Highway 400 would create a continuous mid-block crossing between Jane Street and Weston Road as Highway 400 creates a barrier to east west traffic. The extension of Bass Pro Mills will redistribute existing and future traffic, alleviate congestion on adjacent major arterial roadways, and will help to sustain an overall viable transportation network within the growing city and region.

In addition to the PPS, the Growth Plan for the Greater Golden Horseshoe (GPGGH) was updated in 2019 to assist in the expansion of economic opportunities for the growing number of people expected to reside within the GGH over the next 20 years. It is a goal of the GPGGH to develop an integrated transportation network that will allow people choices for easy travel both

within and between urban centres throughout the region. Specifically, the transportation system will offer a balance of transportation choices that reduces reliance upon the automobile and provides multimodal access to jobs. As land development and transportation are interconnected, areas with high employment densities shall be planned to be better connected to transit and vacant/underutilized employment lands shall be used more effectively and efficiently. The Bass Pro Mills Drive MCEA study will support the objectives within the GPGGH through the identification of an efficient transportation network to support growth and development within the Secondary Plan area.

The following documents were also prepared to provide a framework for land use and transportation planning in the City and Region, and are also being considered as part of the MCEA study:

- **The City of Vaughan Transportation Master Plan (2012)**, which identified key transportation issues for the City at the time, such as an auto-oriented urban structure. However, the City has become one of the fastest-growing municipalities in Canada and major Urban Growth Centers within the GGH. To address this growth, the City is undertaking many strategic Master Plan updates, including updates to the City of Vaughan Transportation Master Plan (TMP). The update to the TMP aims to support current and future residents, businesses, and visitors by providing high-quality, attractive, and sustainable travel choices. The existing TMP refers to the presence of discontinuities in the existing road grid, impacting the efficiency of travel within the City. As part of the TMP, the missing Bass Pro Mills Drive connection to the collector road network west of Highway 400 was identified as a major gap in the grid network.
- **The York Region Official Plan (2010)** guides the economic, environmental and community building decisions that assist in the coordination and management of growth within the Region. The York Region Official Plan (YROP) promotes city building with a focus on regional centres and corridors, including innovated urban designs and green building. The study area for this MCEA is designated as an Urban Area within the Regional structure, with a regional street (i.e. Weston Road) and highway (Highway 400) running along the eastern and western boundaries of the study area. The regional street network is composed of a system of urban and rural streets, with more north-south connections than east-west connections. Thus, it is a goal for the Region to investigate establishing continuous alternative east-west corridors to alleviate traffic congestion. While not designated within the regional street network, the extension of Bass Pro Mills Drive will provide an east-west connection to existing regional roads, such as Weston Road, allowing for a more efficient flow of people and goods throughout the urban and rural transportation system.
- **The City of Vaughan Official Plan (2010)** is part of the overall Growth Management Strategy that will shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable City. A main goal of the Official Plan is to create a sustainable transportation network that compliments sustainable development, recognizing that land use and transportation are inextricably linked. Within the Official Plan, the study area for this MCEA is comprised of Prestige and General Employment lands. The existing Bass Pro Mills Drive is designated as a Major Collector street and the proposed extension is shown within the Official Plan's Schedule 9 as a proposed new Major Collector Road Link. As such, the proposed extension shall be planned to

carry moderate traffic volumes, continuously facilitate efficient traffic flow and provide effective routing for transit vehicles, bicycles and pedestrians. The incorporation of the proposed Bass Pro Mills Drive extension within the broader transportation network will assist in supporting the City's goal of achieving a connected and continuous grid-like street network, with multiple connections to collector and arterial streets.

Generally speaking, Master Plans, Official Plans and Secondary Plans are high-level reviews to help meet provincial, regional and city objectives. MCEAs are usually derived from recommendations within these high-level reviews/studies, with more focus and detail, before advancement to detailed design and construction as required.

In addition, the City and Region are currently undertaking or have undertaken a number of other transportation studies/projects around the study area including:

- Weston Downs Traffic Study (2016)
- Vaughan Mills Centre Secondary Plan (2014)
- Vaughan Mills Centre Public Realm Strategy and Streetscape Master Plan (ongoing)
- Weston Road Widening Design and Construction (ongoing)
- Langstaff Road Environmental Assessment (ongoing)

A list of transportation planning initiatives that have been or are currently being undertaken by the City and Region are provided at the following links:

- [https://www.vaughan.ca/projects/projects\\_and\\_studies/environmental\\_assessment\\_studies/Pages/default.aspx](https://www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/Pages/default.aspx) (City)
- [https://www.york.ca/wps/portal/yorkhome/transportation/yr/environmentalassessmentstudy/!ut/p/z0/fU5LDolwFDyLC5bmNcQP24YYAUNwid2QqhUq0EL7QHt7CwdwNzOZHZAo gSk-y5qj1Ip3nt\\_YoUrpOU2SC8mKXRQTSggahcelnK57yID9N\\_gG-R5HRoE9tELxRSidqVasMCBOM9YTixKnVWh0LwKChis7aIPrk4AINUujVe8tvOPWCmsXbHF6umUjNHmc18AGjs1WqpeG8m9kaNndfejmB-gp8N0!/](https://www.york.ca/wps/portal/yorkhome/transportation/yr/environmentalassessmentstudy/!ut/p/z0/fU5LDolwFDyLC5bmNcQP24YYAUNwid2QqhUq0EL7QHt7CwdwNzOZHZAo gSk-y5qj1Ip3nt_YoUrpOU2SC8mKXRQTSggahcelnK57yID9N_gG-R5HRoE9tELxRSidqVasMCBOM9YTixKnVWh0LwKChis7aIPrk4AINUujVe8tvOPWCmsXbHF6umUjNHmc18AGjs1WqpeG8m9kaNndfejmB-gp8N0!/) (Region)

### **Existing and Future Traffic Conditions**

In response to your questions/concerns regarding traffic flows within the study area, please refer to the attached figures (attachments 1 to 4), which help demonstrate the traffic volumes for the existing 2020 AM and PM peak, and future 2031 AM and PM peak hours. As illustrated in the attached, a significant increase in study area traffic volumes is expected by 2031. To elaborate, a V/C (Volume/Capacity) ratio in excess of 1 means the volumes exceed the capacity of the roadway. Traffic in the area includes thousands of trips generated by residents going to work and other destinations within and outside Vaughan, trips from outside Vaughan coming into Vaughan to work and other destinations, trips to/from the Vaughan Mills Centre (and surrounding businesses) which is a key destination for the City, trips between regions (north-south and east-west), future trips generated to/from the planned employment areas west of Highway 400 and much more.

### **MCEA Process and Consultation**

The City of Vaughan values the voice of its citizens and is dedicated to promoting an open dialogue with the community. As such, the City will engage and collaborate with stakeholders

and the public at all key study milestones to effectively share information, including the decision-making process, for the purpose of improving transportation choices and creating a more sustainable and transportation-oriented future. The following table reflects the methods in which different interested parties have been and will continue to be engaged throughout the study:

<b>General Public</b>	<ul style="list-style-type: none"> <li>• Direct mailing to those included/requested to be included on the contact list, including email notifications (if provided)</li> <li>• All notifications posted in local newspapers</li> <li>• Mail/Email project information as requested</li> </ul>
<b>Study Area Business Owners/Operators/Tenants</b>	<ul style="list-style-type: none"> <li>• Direct mailing of all notifications and email notifications (if provided)</li> <li>• Invitation to participate in the Stakeholder Group included with Notice of Study Commencement package</li> <li>• Hold individual meetings as necessary</li> </ul>
<b>Study Area Property Owners/Tenants, Developers, Local Interest Groups</b>	<ul style="list-style-type: none"> <li>• Direct mailing of notifications and email notification (where available)</li> <li>• Invitation to participate in the Stakeholder Group included with Notice of Study Commencement package</li> <li>• Hold individual meetings as necessary</li> </ul>
<b>Properties within/in proximity to the Study Area</b>	<ul style="list-style-type: none"> <li>• Canada Post Ad Mail Drop of study notifications (Approximately 4,949 locations, including properties within 200m west of Weston Road)</li> </ul>

Thus far, stakeholders and the public have been engaged through the following:

- Distribution of the Notice of Study Commencement and Invitation to Participate in the Stakeholder Group
- Posting study information on the dedicated project webpage provided on the City's website ([www.vaughan.ca/basspromillsea](http://www.vaughan.ca/basspromillsea))
- Communications with members of the study team, including email and telephone correspondence
- Stakeholder Group Meeting (first one held on September 14, 2020 which was attended by some members of the WDRA – presentation is attachment 5)

Slide 5 of the presentation in attachment 5, gives an overview of the MCEA process. As the study is still within its preliminary stages, there are a number of consultation events still to take place, each of which the WDRA will be notified in advance of, including but not necessarily limited to:

- Public Information Centre 1 – study background, existing conditions, preliminary traffic analysis, problems and opportunities, needs and justification, recommended solution etc. (tentatively scheduled for Winter 2020)
- Public Information Centre 2 – development and evaluation of alternative designs, identification of the preferred design etc. (tentatively scheduled for Spring 2021)
- Stakeholder Group Meetings (to be scheduled in coordination with key study milestones)
- Environmental Study Report 30-day Public Review Period (upon Notice of Study Completion)





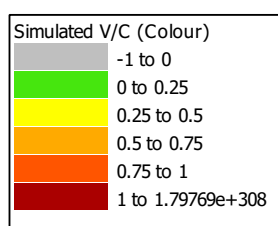
It should be noted that all stakeholders from across the City and study area are encouraged to contact the study team at any time during the course of the study to discuss their concerns and/or ask questions in relation to this study. The Project Team is tasked with balancing the input to the study from all perspectives and stakeholders.

The City has noted the WDRA's concern that not all residents will have the means necessary to participate fully in an online consultation event. However, due to COVID-19 and associated physical distancing requirements, provincial and municipal project planning meetings are held exclusively online. This online PIC method has been adopted by other Municipalities and Provincial agencies with a high level of participation, including those located within rural communities. As such, this study will be proceeding in accordance with the City of Vaughan's COVID-19 protocol and social practices for public engagement during the pandemic. The Project Team is happy to hear from residents who wish to have hard copies of presentations or would like to review over a phone call or other communications as appropriate.

We thank you again for the comments made by WDRA during the November 6, 2020 meeting. We look forward to continuing to exchange information with you and other key stakeholders as we move forward with project planning. Should you have any further questions or concerns regarding the Bass Pro Mills MCEA, please do not hesitate to contact the Project Team.

Attachments: 1) PM Peak 2020 (Existing)  
2) AM Peak 2020 (Existing)  
3) PM Peak 2031 (Future)  
4) AM Peak 2031 (Future)  
5) Stakeholders Group Meeting Presentation September 14, 2020

Copy: Selma Hubjer, Manager, Transportation Planning, IPCAM, City of Vaughan  
Peter Cholewa, Project Manager, Stantec Consulting  
Diana Addley, Senior Environmental Planner, Stantec Consulting  
Arash Mirhoseini, Senior Transportation Planner, Stantec Consulting  
Jennifer Robinson, Environmental Planner, Stantec Consulting





**Simulated V/C (Colour)**

Grey	-1 to 0
Green	0 to 0.25
Yellow	0.25 to 0.5
Orange	0.5 to 0.75
Red	0.75 to 1

1 to 1.79769e+308



**Simulated V/C (Colour)**

Grey	-1 to 0
Green	0 to 0.25
Yellow	0.25 to 0.5
Orange	0.5 to 0.75
Red	0.75 to 1
Dark Red	1 to 1.79769e+308



**Simulated V/C (Colour)**

Grey	-1 to 0
Green	0 to 0.25
Yellow	0.25 to 0.5
Orange	0.5 to 0.75
Red	0.75 to 1
Dark Red	1 to 1.79769e+308

## Robinson, Jennifer

---

**From:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Sent:** Friday, December 4, 2020 1:42 PM  
**To:** [REDACTED]  
**Cc:** Cholewa, Peter; Addley, Diana; Robinson, Jennifer  
**Subject:** RE: Bass Pro Mills Dr. EA - Stakeholders Group - Notice of Online PIC

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED],

Thank you for your interest in the Bass Pro Mills Environmental Assessment (EA) Study. Your comments have been noted. We are certainly aware of concerns regarding traffic infiltration within the Weston Downs community and these will be considered during this study. A Transportation/Traffic Analysis for the study area will be completed at later stages of the study, once the recommended design/connection to Weston Road is identified. Results will be shared with the public at that time.

If you would like to discuss further, please let me know.

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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---

**From:** [REDACTED]  
**Sent:** Friday, December 4, 2020 10:10 AM  
**To:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Subject:** [External] RE: Bass Pro Mills Dr. EA - Stakeholders Group - Notice of Online PIC

Thank you for the presentation, I found it informative.

As a resident of Weston Downs subdivision, I was wondering what measures would be implemented to avoid “pushing” the east west traffic through our neighbourhood? This is a safety concern, as many young children are at play. Thank you.

Regards,

[REDACTED]



[REDACTED]

[REDACTED]

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---

**From:** Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>

**Sent:** December 3, 2020 2:09 PM

**To:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; 'Addley, Diana' <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>; Cholewa, Peter <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>; [REDACTED]

[REDACTED]

**Subject:** Bass Pro Mills Dr. EA - Stakeholders Group - Notice of Online PIC

Hello all,

Please be advised that the first of two online Public Information Centres for the Bass Pro Mills Environmental Assessment Study is now available at [www.vaughan.ca/basspromillsea](http://www.vaughan.ca/basspromillsea), until January 8, 2020. It includes a self-guided presentation and survey, and we are seeking feedback on the study background, evaluation of alternative solutions, the recommended solution and next steps in the study process. Attached are the PSA and Notice for more information.

If you have any questions or concerns, please contact the undersigned.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

**City of Vaughan | Infrastructure Development**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)

## Robinson, Jennifer

---

**From:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Sent:** Wednesday, January 6, 2021 8:11 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [External] City of Vaughan opinion BEFORE Community Input  
**Attachments:** Bass Pro Mills EA-WDRA Mtg 1-Response Memo-Nov 11 2020.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED],

Thanks again for your email. To reiterate, the online Public Information Center (PIC) has been available from December 3<sup>rd</sup>, 2020 and will close on January 8<sup>th</sup>, 2021. Ample feedback from the public has already been received which will be reviewed and used to inform the study.

I hope you and your colleagues have been able to review the attached memo which was initially sent to representatives of the Weston Downs Rate Payer's Association on November 11, 2020 following the meeting on November 6, 2020 with the project team.

Please note that a detailed Transportation/Traffic Analysis for the study area will be completed at later stages of the study, once the recommended design/connection to Weston Road is identified. Results will be shared with stakeholders at that time, followed by the second round of public consultation. A preliminary Transportation/Traffic Analysis has been completed and summarized in the online Public Information Centre (PIC), which I hope you've been able to view on the study website ([www.vaughan.ca/basspromillsea](http://www.vaughan.ca/basspromillsea)). The PIC takes about 30 minutes to review the narrated presentation, followed by a brief survey at the end.

Included in both the memo and online PIC is information regarding the City of Vaughan's growth, and infrastructure for vehicular traffic, transit and active transportation that needs to be in place to support this growth. The City and Region has a number of ongoing studies aimed at growth and improving Vaughan's connectivity including this Bass Pro Mills EA, [Kirby Road missing link](#), [Teston Road missing link](#), [Langstaff Road missing link](#) to mention a few. York Region also has plans to widen Rutherford Road and Weston Road by 2041 (see the [Transportation Master Plan | York Region](#)). Although most of the roadways in the area including Weston Road, Rutherford Road and Pine Valley Drive fall under York Region's jurisdiction and Highway 400 falls under the province's jurisdiction, the City works with all tiers of government to preserve the interest of citizens while reviewing multiple solutions to address growth and transportation needs. It is also important to understand that the project team is reviewing feedback from all stakeholders to inform the study to the best extent possible.

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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[vaughan.ca](http://vaughan.ca)



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**From:** [REDACTED]  
**Sent:** Wednesday, January 6, 2021 8:22 AM  
**To:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>; Coles, Todd <Todd.Coles@vaughan.ca>  
**Cc:** [REDACTED]; Addley, Diana <Diana.Addley@stantec.com>; Cholewa, Peter <Peter.Cholewa@stantec.com>; Robinson, Jennifer <Jennifer.Robinson@stantec.com>  
**Subject:** Re: [External] City of Vaughan opinion BEFORE Community Input

Hilda & Todd,

Due to increased health issues due to Covid high numbers reported in Vaughan, the Lockdown during this timeframe, the conflict of the holiday season, the significant traffic impact to the community and the future direction changes to develop high rise condos to replace our current Vaughan Mills Shopping Mall are all important and significant reasons to respectfully delay this survey.

In addition, the recent notification to ask for feedback included a decision already made which was not accurate; hence my reaching out to the City to ensure that the Vaughan Community and taxpayers are not misled and are respected.

I'll be available today to discuss further.

Thank you,

[REDACTED]

On Jan 5, 2021, at 8:38 PM, Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)> wrote:

As a reminder, the online Public Information Centre which launched on December 3, 2020, will be available until this Friday January 8, 2021.

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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[vaughan.ca](http://vaughan.ca)  
<image001.png>

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**From:** Esedebe, Hilda  
**Sent:** Tuesday, January 5, 2021 8:31 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
Addley, Diana <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>; 'Cholewa, Peter' <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>;

Robinson, Jennifer <[Jennifer.Robinson@stantec.com](mailto:Jennifer.Robinson@stantec.com)>

**Subject:** FW: [External] City of Vaughan opinion BEFORE Community Input

Hi [REDACTED]

Thank you for contacting the City of Vaughan. We value the feedback of our engaged residents and community organizations. The Bass Pro Mills Drive Extension is a Council-approved project. We encourage you to provide your thoughts regarding the Municipal Class Environmental Assessment and this city-building initiative on the project's website. For more information and to take part in the Public Information Centre, please visit [vaughan.ca/BassProMillsEA](http://vaughan.ca/BassProMillsEA).

The project team met with members of the Weston Down Rate Payer's Association (WDRA) on September 14 and November 6, 2020. A memo was prepared in response to concerns shared and sent to the WDRA on November 11, 2020 (memo is attached for convenience). During each of those meetings, the WDRA was advised of the upcoming public consultation and overall project schedule. The WDRA remains part of the study's Stakeholders Group that will continue to meet at key study milestone's and be part of the consultation as the study progresses.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

**City of Vaughan | Infrastructure Development**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)  
<image001.png>

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**From:** [REDACTED]  
**Sent:** December 28, 2020 10:11 AM  
**To:** Coles, Todd <[Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca)>  
**Cc:** [REDACTED]  
**Subject:** [External] City of Vaughan opinion BEFORE Community Input

Hi Todd,

This is a formal complaint that the City of Vaughan is communicating their views to the greater community at large without securing the local tax payers ( community affected by this extra traffic).

<https://www.instagram.com/p/CJWB6tDgFqT/?igshid=1qnu7cg7oekvd>

[REDACTED]

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

## Robinson, Jennifer

---

**From:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>  
**Sent:** Monday, January 11, 2021 1:21 PM  
**To:** [REDACTED]  
**Cc:** Coles, Todd; [REDACTED]; Addley, Diana; Cholewa, Peter; Robinson, Jennifer  
**Subject:** RE: [External] Survey - Vaughan Mills Bass Pro extension

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

H [REDACTED],

Thanks again for your email and thank you for your participation in the online Public Information Centre for the Bass Pro Mills Environmental Assessment, which closed on January 8, 2021.

We appreciate feedback from the public and representatives from community associations like yours. Your comments have been duly noted and will be part of the public consultation record for the study.

To reiterate, a detailed Transportation/Traffic Analysis for the study area will be completed at later stages of the study, once the recommended design is identified. Results will be shared with stakeholders at that time (including the Weston Downs Rate Payers Association-WDRA).

The City of Vaughan is growing and infrastructure for vehicular traffic, transit and active transportation needs to be in place to support this growth. The City and Region have a number of ongoing studies aimed at growth and improving Vaughan's connectivity including this Bass Pro Mills EA, [Kirby Road missing link](#), [Teston Road missing link](#), [Langstaff Road missing link](#) to mention a few. York Region also has plans to widen Rutherford Road and Weston Road by 2041 (see the [Transportation Master Plan | York Region](#)). Although many of the main roads in the area including Weston Road, Rutherford Road, Langstaff Road and Pine Valley Drive fall under York Region's jurisdiction, the City works with all tiers of government to preserve the interest of citizens as best as possible while reviewing multiple solutions to address growth and transportation needs. The option is however available to the WDRA to forward concerns regarding Regional roads directly to the Region at [roads@york.ca](mailto:roads@york.ca) for further consideration.

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.  
Transportation Project Manager  
Infrastructure Planning and Corporate Asset Management  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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[vaughan.ca](http://vaughan.ca)

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

**From:** [REDACTED]  
**Sent:** Friday, January 8, 2021 8:59 PM  
**To:** Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>

Cc: Coles, Todd <Todd.Coles@vaughan.ca>; [REDACTED]  
Subject: [External] Survey - Vaughan Mills Bass Pro extension

Hilda,

Further to my survey I submitted today, I would like to “add” the following to my submission:

We do not want any direct connections to the Weston Downs Community.

We would like the City Of Vaughan through your team to Stop encouraging traffic infiltration as a means of dealing with traffic congestion on Rutherford, Weston and Langstaff roads.

We would like the City Of Vaughan to Start caring about neighbourhood communities that already exist, rather than trying to justify the building of more condos and higher density by moving congestion off the main arteries and instead through our existing, neighbourhood communities.

My request is to review the results of the survey in order to provide context as this survey was very misleading !

Thank you, and I look forward to meeting with you to discuss further.

Thank you,  
[REDACTED]

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.



## Robinson, Jennifer

---

**To:** Esedebe, Hilda  
**Subject:** RE: WDRA letter regarding Municipal Class Environmental Assessment Study Bass Pro Mills Drive

---

**From:** Esedebe, Hilda

**Sent:** Monday, January 11, 2021 1:51 PM

**To:** [REDACTED]

**Cc:** Bevilacqua, Maurizio <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Rosati, Gino <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; Ferri, Mario <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Jackson, Linda <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Musacchio, Vince <[Vince.Musacchio@vaughan.ca](mailto:Vince.Musacchio@vaughan.ca)>; Coles, Todd <[Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca)>; DeFrancesca, Rosanna <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>; [REDACTED]

**Subject:** RE: WDRA letter regarding Municipal Class Environmental Assessment Study Bass Pro Mills Drive

Good afternoon [REDACTED],

Thank you for your letter and for your participation in the online Public Information Centre (PIC) for the Bass Pro Mills Environmental Assessment Study, which closed on January 8, 2021.

We appreciate feedback from the public and representatives of community associations like yours. Your comments have been duly noted and will be part of the public consultation record for the study.

To reiterate, further Transportation/Traffic Analysis for the study area will be completed at later stages of the study, once the recommended design is identified. Results will be shared with stakeholders at that time (including the Weston Downs Rate Payers Association-WDRA).

As noted in the online PIC, the City of Vaughan is growing and infrastructure for vehicular traffic, transit and active transportation needs to be in place to support this growth. The City and Region have a number of ongoing studies aimed at growth and improving Vaughan's connectivity including this Bass Pro Mills EA, [Kirby Road missing link](#), [Teston Road missing link](#), [Langstaff Road missing link](#) to mention a few. York Region also has plans to widen Rutherford Road and Weston Road by 2041 (see the [Transportation Master Plan | York Region](#)). Although many of the main roads in the area including Weston Road, Rutherford Road, Langstaff Road and Pine Valley Drive fall under York Region's jurisdiction, the City works with all tiers of government to preserve the interest of citizens as best as possible while reviewing multiple solutions to address growth and transportation needs. You may also email [roads@york.ca](mailto:roads@york.ca) for more information regarding the Regional road network.

A healthy and happy New Year to your and yours as well and looking forward to further consultations on this study.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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[vaughan.ca](http://vaughan.ca)



---

**From:** [REDACTED]  
**Sent:** Saturday, January 9, 2021 1:59 AM  
**To:** Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Coles, Todd <[Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca)>; DeFrancesca, Rosanna <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Cc:** Bevilacqua, Maurizio <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Rosati, Gino <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; Ferri, Mario <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Jackson, Linda <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>  
**Subject:** [External] WDRA letter regarding Municipal Class Environmental Assessment Study Bass Pro Mills Drive

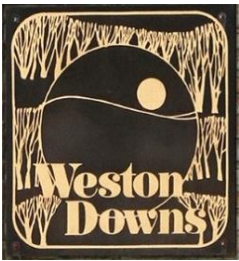
Attached please find a letter from the Weston Downs Ratepayers Association and supporting excerpt.

Best wishes for a Happy and Healthy New Year to each of you and your families.

Stay safe,

[REDACTED]  
Co-president, Weston Downs Ratepayers Association

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.



# WESTON DOWNS RATEPAYERS ASSOCIATION

81 Blackburn Blvd., Woodbridge, Ontario, L4L 7J5

(905) 850-1767

[www.westondownra.ca](http://www.westondownra.ca)

January 8, 2021

Hilda Esedebe, P. Eng  
Project Manager  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**RE: Municipal Class Environmental Assessment Study  
Bass Pro Mills Drive**

Dear Ms. Esedebe,

The Weston Downs Ratepayers Association (WDRA) represents a residential community of 1876 homes, bounded by Rutherford Road to the north, Langstaff Road to the south, Weston Road to the east, and the National Estates to the west. On behalf of the WDRA, we would like to again express our concerns with respect to the Bass Pro Mills Drive extension, from Highway 400 to Weston Road, as recommended in the Vaughan Mills Centre Secondary Plan (2014).

We oppose any direct connection or alignment of the proposed Bass Pro Mills Drive extension to any of the streets in Weston Downs. Specifically, we oppose the direct alignment of the Bass Pro Mills Drive extension to any of Weston Downs community entrances on Weston Road. We also oppose the direct connections or alignments of walking or bicycle trails on the east side of Weston Road to our Weston Downs entrances on the west side of Weston Road.

Any such alignment will compound the current traffic issues that the Weston Downs community is experiencing with traffic infiltration. Many residents who live to the north and west of Weston Downs currently cut through our residential streets to circumvent the gridlock on Weston Road and Rutherford Road, during the morning and evening rush hours. It is unfair for the City of Vaughan to mitigate traffic gridlock caused by intensification by encouraging traffic infiltration through established quiet communities.

Please see the attached excerpt Item #4, Report No. 30 of the Committee of the Whole (Public Hearing) which was adopted by the Council of the City of Vaughan on June 25, 2013. Specifically, the recommendation adopted by Council is as follows:

*Staff be directed to eliminate the eastern roadway connection to the proposed intersection at Weston Road and Astona Boulevard, and that staff continue to work with York Region and landowners on the proposed intersection at Weston Road and the Bass Pro Mills Drive extension, and that staff report back on the timing and implementation of the extension of Bass Pro Mills Drive and the extensions of Creditview Road and Westcreek Drive to Rutherford Road as part of the technical report to the Committee of the Whole;*

Please respect the aforementioned City of Vaughan 2013 commitment by ensuring that the Bass Pro Mills Drive extension and any other roads, walkways, or bicycle paths on the east side of Weston Road are not directly aligned or connected to any Weston Downs entrances or roads on the west side of Weston Road. The quality of life of residents in our established Weston Downs community should not be sacrificed for intensification or because of poor planning. Mitigating traffic congestion by diverting traffic from congested arterial roads and instead encouraging traffic infiltration into our residential communities is a blatant disregard for the Weston Downs residents and it will not be accepted.

Thank you for your time and consideration.

Yours truly,

Weston Downs Ratepayers Association

Per:

██████████

Co-president, Weston Downs Ratepayers Association (WDRA)

cc. ██████████, Co-president, WDRA

██████████, Co-president, WDRA

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 4, Report No. 30, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan June 25, 2013.

*Councillor Racco declared an interest with respect to this item, as it relates to the Northeast Corner of Jane Street and Riverock Gate, Tesmar Holdings Inc., as her daughter is working for a related company and did not take part in the discussion or vote on the foregoing matter.*

**4 THE VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY  
DRAFT SECONDARY PLAN  
FILE: 26.1  
WARDS 1, 3 & 4**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Director of Development Planning, dated June 11, 2013, be approved;
- 2) That the following resolution submitted by Councillor DeFrancesca, be approved:

Whereas, residents have raised concerns with the proposed intersection at Astona Boulevard and Weston Road;

Whereas, a connection to Weston Road is proposed at the future intersection of the extended Bass Pro Mills Drive and Weston Road;

Whereas, opportunities exist to connect the future Bass Pro Mills Drive to Langstaff Road and Rutherford Road through the future extensions of Creditview Road and Westcreek Drive,

Therefore be it resolved that:

Staff be directed to eliminate the eastern roadway connection to the proposed intersection at Weston Road and Astona Boulevard, and that staff continue to work with York Region and landowners on the proposed intersection at Weston Road and the Bass Pro Mills Drive extension, and that staff report back on the timing and implementation of the extension of Bass Pro Mills Drive and the extensions of Creditview Road and Westcreek Drive to Rutherford Road as part of the technical report to the Committee of the Whole;

- 3) That the following deputations and Communications be received:
  1. Mr. Antonio Gomez-Palacio, Dialog, Toronto Studio, representing the City of Vaughan;
  2. Ms. Nadia Magarelli, Weston Downs Ratepayers, Blackburn Boulevard, Woodbridge;
  3. Mr. Anthony Francescucci, Weston Downs Ratepayers;
  4. Ms. Sonia Meucci, Blackburn Boulevard, Woodbridge, and Communication C21 dated June 11, 2013;
  5. Mr. Hilary Stedwill, Magna International, Steeles Avenue East, Brampton;
  6. Mr. Sam Ruberto, Village Green Drive, Woodbridge;
  7. Mr. Michael Goldberg, Goldberg Group, Avenue Road, Toronto, and Communication C3, dated June 7, 2013, on behalf of Ivanhoe Cambridge;
  8. Ms. Anna Garisto, Velmar Drive, Woodbridge;
  9. Mr. Rob Miller, Topper Court, Woodbridge;
  10. Ms. Rose Savage, Radley Street, Woodbridge;
  11. Mr. Julian Papes, Mellings Drive;
  12. Mr. James S. Quigley, Papazian Heisey Myers, King Street West, Toronto, on behalf of Canadian National Railways;

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 4, CW(PH) Report No. 30 – Page 2

- 13. Mr. Anupal Singh, Topper Court, Woodbridge; and
- 14. Mr. Claudio Borean, Flushing Avenue, Woodbridge; and

4) That the following Communications be received:

- C2. A. Milliken Heisey, Papazian Heisey Myers, King Street West, Toronto, dated June 7, 2013;
- C8. Ms. Nima Kia, Lakeshore Group, Wellington Street West, dated June 10, 2013;
- C9. Mr. Steven A. Zakem, Aird & Berlis, Bay Street, Toronto, dated June 10, 2013;
- C10. Mr. Alan Young, Weston Consulting, Millway Avenue, Vaughan, dated June 10, 2013;
- C12. Ms. N. Jane Pepino, Aird & Berlis, Bay Street, Toronto, dated June 10, 2013;
- C13. Ms. Mary Flynn-Guglietti, McMillan, Bay Street, Toronto, dated June 11, 2013;
- C14. Mr. Jeffrey L. Davies, Davies Howe Partners LLP, Spadina Avenue, Toronto, dated June 10, 2013;
- C15. Mr. Barry A. Horosko, Brattys LLP, Keele Street, Vaughan, dated June 11, 2013;
- C16. Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., Chrislea Road, Vaughan, dated June 11, 2013; and
- C17. Mr. Gerard C. Borean, Parente, Borean LLP, Highway 7, Vaughan, dated June 11, 2013.

**Recommendation**

The Commissioner of Planning and the Director of Policy Planning recommend:

- 1. THAT the draft Vaughan Mills Centre Secondary Plan, prepared by Dialog Inc. forming Attachment 8 to this report, BE RECEIVED; and, that any issues raised at the public hearing, be addressed by the Policy Planning Department in a future Technical Report to Committee of the Whole.

**Contribution to Sustainability**

The contribution to sustainability will be addressed when the Technical Report is considered.

**Economic Impact**

The economic impact will be addressed in the Technical Report to Committee of the Whole.

**Communications Plan**

On May 09, 2013, a joint notice of Public Open House and notice of Public Hearing was sent to all landowners within, the Secondary Plan boundary and to 400 m beyond; to Ratepayer Associations; and to individuals who had requested notification. The notice was also placed in the Vaughan Liberal; the Vaughan Citizen; and posted on both the City Page and Vaughan Online websites. The draft Vaughan Mills Centre Secondary Plan was posted on the City's website on May 22, 2013, to allow for public review in advance of this public hearing. An overview of the proposed Secondary Plan was presented by the City's consulting team at the May 22, 2013 Public Open House.

**Purpose**

The purpose of this report is to introduce the draft Secondary Plan for the Vaughan Mills Centre plan area (the Plan) for the purposes of obtaining public comment prior to its finalization. The Secondary Plan will establish a comprehensive framework of planning policies to guide and manage growth and development in the secondary plan area to 2031. This report presents a summary of the draft Secondary Plan and the process followed in its preparation. Copies of the



## Robinson, Jennifer

---

**From:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>

**Sent:**

**Cc:** Selma Hubjer; Addley, Diana; Cholewa, Peter; Robinson, Jennifer; Mirhoseini, Arash

**Subject:** Bass Pro Mills Dr. EA - Stakeholders Group - Meeting 2

**Follow Up Flag:** Follow up

**Flag Status:** Flagged

Hello all,

I hope this email finds you well.

As you are aware, the City of Vaughan is undertaking a Municipal Class Environmental Assessment (MCEA) study for the proposed extension of Bass Pro Mills Drive, between Highway 400 and Weston Road. As part of the consultation process, the first Stakeholders Group (SG) meeting was held on September 14, 2020, to present and obtain feedback on the study background, preliminary existing environmental information, preliminary traffic analysis, preliminary evaluation of alternative solutions, project schedule and next steps in the MCEA process. Since Public Information Center (PIC) 1 concluded in January 2021, the study team has completed a number of environmental investigations, traffic analysis, the preliminary evaluation of alternative alignments and cross-sections, and identified a recommended design.

The study team wishes to invite you to the second SG meeting for the Bass Pro Mills Drive MCEA Study **the week of July 26, 2021**. You are receiving this invitation as you either previously indicated your interest in participating in this group, participated in the first SG meeting, and/or own or represent owners of properties within the study area. The purpose of this second meeting is to share with you a more detailed overview of the work completed since the last SG meeting and gather any feedback you may have as we plan towards the second PIC in August.

It would be appreciated if you could indicate your availability to attend this virtual meeting by using the link below to access a spreadsheet that offers alternative dates and times for this important meeting. After accessing this spreadsheet, please enter your full name and enter 'Y' (yes/available) or 'N' (no/unavailable) within the applicable cells to indicate your availability for the dates and times provided. Following the confirmation of availability, a formal meeting invitation, agenda and presentation will be provided in advance of the meeting to facilitate discussions.

[Stakeholders Group](#)

Please let us know should you have any questions, comments and/or concerns. **Your response would be most appreciated by July 12, 2021.**

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.

**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

**City of Vaughan | Infrastructure Development**  
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## Robinson, Jennifer

---

**From:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>  
**Sent:** Thursday, July 22, 2021 6:36 PM  
**To:** [REDACTED]  
**Cc:** Cholewa, Peter; Addley, Diana; Robinson, Jennifer  
**Subject:** FW: Voice Message From: WEIMAR MOLINA, (416) 4505607 - Bass Pro Mills EA  
**Attachments:** VoiceMsg[ID=10000000253816 G=40 F=300 A=57822467-EDDF-4651-AF23-FEA2B6B70D7E C=1 CID=(416)4505607].mp3

Hello [REDACTED],

Thank you for your voice mail and for taking my returned call this evening. The Project Team appreciates your support for the Bass Pro Mills Drive extension (Highway 400 to Weston Road) as a resident of the area. As discussed, you will be added to the contact list for the Bass Pro Mills Environmental Assessment (EA) Study so that you'll receive updates as the study progresses, and you will be sent an invitation to the virtual Stakeholder's Group Meeting which is scheduled for July 30, 2021 (next Friday) at 9am. It would be great if you could attend to obtain more information on the study and provide comments along with other residents and landowners.

As I noted on the call, the City is currently working on the EA study, then the detailed design and construction will follow a few years later, subject to the City's programming.

Please do not hesitate to contact me with any more questions.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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---

**From:** [REDACTED]  
**Sent:** Thursday, July 22, 2021 11:30 AM  
**To:** Hilda Esedebe <8484@vaughan.ca>  
**Subject:** Voice Message From: WEIMAR MOLINA, [REDACTED]

Mark Read

**From:** [REDACTED]  
**Date/Time:** 2021/07/22 11:30

[Voice Message \(26.0 s\)](#)

## Robinson, Jennifer

---

**To:** Hilda Esedebe  
**Subject:** RE: [External] Re: Bass Pro Mills EA - SG - Meeting 2

---

**From:** Hilda Esedebe  
**Sent:** Tuesday, August 3, 2021 7:50 PM  
**To:** [REDACTED]  
**Subject:** RE: [External] Re: Bass Pro Mills EA - SG - Meeting 2

Hi [REDACTED],

Thank you for your email. Sorry I did see your hand up during the meeting but by the time we got to you, it was past 10:30am and you had left the call. I was planning to follow up with you afterwards, so I appreciate you sending an email.

I will share your comment below with the project team for review.

I tried calling earlier today with no answer. Kindly let me know if you have a preferred time/day this week and we can set up a teams call to follow up on the other item you mentioned.

Many thanks,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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**From:** [REDACTED]  
**Sent:** Friday, July 30, 2021 10:54 AM  
**To:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Subject:** [External] Re: Bass Pro Mills EA - SG - Meeting 2

Sorry Hilda,

I had to leave the meeting at 10:30.

I have one significant comment that you may want to share with the project team. Probably the most significant comments made at the first task force meeting and at the public meeting were related to traffic congestion in general and of traffic infiltration into Weston Downs. The impact of the increased traffic on Weston Road was handled, but the traffic infiltration into Weston Downs was not covered at all. It would be nice to see a chart similar to the one showing the traffic delays on Weston Rd that shows the impacts on streets such as Astona, Velmar and Village Green.

When you have time, call me at [REDACTED] to discuss another matter.

Keep up the good work and best wishes.  
Have a good long weekend.



**Robinson, Jennifer**

---

**To:** Hilda Esedebe  
**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2

---

**From:** Hilda Esedebe  
**Sent:** Friday, August 6, 2021 5:18 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2

Hi [REDACTED],

Thank you for your email. We look forward to your participation in the online PIC.

The PIC will be available on the study website ([www.vaughan.ca/Basspromillsea](http://www.vaughan.ca/Basspromillsea)) from August 19 to September 16, 2021. A formal notice will be mailed out, placed in the Newspapers, e-blasted to the study contact list (which includes the WDRA) and placed on the City's social media prior. We'd be happy to have your group further circulate the notice to the Weston Downs Community at that time. The link to the study website could be placed on the Weston Downs website.

As noted during the meeting, we will review internally and provide a response to your request for traffic information.

Have a great weekend,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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**From:** [REDACTED]  
**Sent:** Friday, August 6, 2021 2:49 PM  
**To:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Cc:** rose savage [REDACTED]  
**Subject:** [External] Re: Bass Pro Mills EA - SG - Meeting 2

Hi Hilda,  
Thank you for consideration. At this time, we have no further comments other than the ones that Rose Savage and I discussed at the July 30, 2021 stakeholder meeting. We will provide further comments after the PIC.

With respect to the PIC, please advise myself and Rose of the date and time, so that we may send out communication to our Weston Downs community.

As we discussed at the stakeholder meeting, we would appreciate the traffic study data, regardless of its raw form. We do have expertise on the group to interpret the data. We would also appreciate a copy of the PIC presentation so that we may include it on our website.

Thank you for your time and consideration.

[Redacted]

Co-president, Weston Downs Ratepayers Association

---

**From:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>

**Sent:** August 5, 2021 5:44 PM

**To:** Selma Hubjer <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; 'Addley, Diana' <[Diana.Addley@stantec.com](mailto:Diana.Addley@stantec.com)>; 'Cholewa, Peter' <[Peter.Cholewa@stantec.com](mailto:Peter.Cholewa@stantec.com)>; 'Robinson, Jennifer' <[Jennifer.Robinson@stantec.com](mailto:Jennifer.Robinson@stantec.com)>; 'Mirhoseini, Arash' <[Arash.Mirhoseini@stantec.com](mailto:Arash.Mirhoseini@stantec.com)>; [Redacted]

[Redacted]

**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2

Hello all,

This is just a reminder regarding my email below. Thanks to those who participated during last week's Stakeholders Group meeting 2 for the Bass Pro Mills Environmental Assessment Study and provided great feedback. Any further comments will be appreciated **by tomorrow**, as the Project Team plans for the upcoming online PIC. There will also be opportunities to comment as part of the online PIC.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
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## Robinson, Jennifer

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**From:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>  
**Sent:** Tuesday, August 10, 2021 5:46 PM  
**To:** Selma Hubjer; Addley, Diana; Cholewa, Peter; Robinson, Jennifer; Mirhoseini, Arash;

**Cc:** [REDACTED]  
**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2  
**Attachments:** Bass Pro\_sg\_mtg\_2\_final dft\_20210730.pdf; BassProMillsEA\_sg\_2\_Final\_20210728.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello all,

Please find attached the Notes from the July 30, 2021 SG Meeting 2 for the Bass Pro Mills Environmental Assessment Study. **Please review and provide any comments by August 19, 2021.** If no comments are received, the minutes will be considered final.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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---

**From:** Hilda Esedebe  
**Sent:** Thursday, August 5, 2021 5:45 PM  
**To:** Selma Hubjer <Selma.Hubjer@vaughan.ca>; 'Addley, Diana' <Diana.Addley@stantec.com>; 'Cholewa, Peter' <Peter.Cholewa@stantec.com>; 'Robinson, Jennifer' <Jennifer.Robinson@stantec.com>; 'Mirhoseini, Arash' <Arash.Mirhoseini@stantec.com>; [REDACTED]

[REDACTED]

**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2

Hello all,

This is just a reminder regarding my email below. Thanks to those who participated during last week's Stakeholders Group meeting 2 for the Bass Pro Mills Environmental Assessment Study and provided great feedback. Any further comments will be appreciated **by tomorrow**, as the Project Team plans for the upcoming online PIC. There will also be opportunities to comment as part of the online PIC.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
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---


**From:** Hilda Esedebe  
**Sent:** Wednesday, July 28, 2021 4:04 PM  
**To:** Selma Hubjer ; 'Addley, Diana' ; 'Cholewa, Peter' ; 'Robinson, Jennifer' ; 'Mirhoseini, Arash' ;

[REDACTED]

**Cc:** [REDACTED]  
**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2

Hello all,

Please find attached the presentation slides for this Friday's 9am Stakeholders Group Meeting 2 for the Bass Pro Mills Extension Environmental Assessment (EA) Study. Thanks in advance for your participation. The project team would appreciate **comments by August 6, 2021** to facilitate the project schedule as we approach the second Public Information Center (PIC). The Recommended Plan is included in the slides and can also be viewed as a separate pdf at this link;

 <https://vaughancloud->

[my.sharepoint.com/:b/g/person/hilda\\_esedebe\\_vaughan\\_ca/ETkPfPeJSyFOgG9t9AHnYVYBu2PwAmkN6nLGmxjVYJAgpg?e=CQtBFV](https://my.sharepoint.com/:b/g/person/hilda_esedebe_vaughan_ca/ETkPfPeJSyFOgG9t9AHnYVYBu2PwAmkN6nLGmxjVYJAgpg?e=CQtBFV)

Kindly let me know if you have any questions and thanks again for your participation.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
905-832-8585, ext. 8484 | [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

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-----Original Appointment-----

**From:** Hilda Esedebe

**Sent:** Wednesday, July 14, 2021 4:42 PM

**To:** Selma Hubjer; 'Addley, Diana'; 'Cholewa, Peter'; 'Robinson, Jennifer'; 'Mirhoseini, Arash';

[Redacted content]

**Cc:**

**Subject:** Bass Pro Mills EA - SG - Meeting 2

**When:** Friday, July 30, 2021 9:00 AM-10:30 AM (UTC-05:00) Eastern Time (US & Canada).

**Where:** Microsoft Teams Meeting

Presentation materials to follow.

---

## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

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**Item:**

**Action:**

- ■■■ asked what the timing of the Traffic study was (i.e., was it completed during the summer, during the COVID-19 pandemic, etc.?)
- AM confirmed that the data was collected in the fall of 2019. Fall is often the best time to capture peak traffic data as school is back in session. Spring data is often used to confirm data findings from the fall. Thus, the 2020 COVID-19 pandemic did not impact the traffic data collected. Info
- ■■■ indicated that she hopes that the City also has collected traffic data previous to the 2019 data to help the project team realize that there has been a large amount of growth in recent years. There has been a significant increase in the volume of cars along Rutherford Road when compared to 2017, 2018, etc.
- AM noted that the Region, City and area is expected to continue to see population and employment growth and these have been factored into the traffic modeling projections, hence the need for additional transportation infrastructure to support this growth. Info
- ■■■ requested a copy of the Technically Recommended Plan as she wishes to be able to view the images to better understand the details of the design.
- HE noted that the Technically Recommended Plan was circulated in advance of today's meeting, along with a copy of the presentation, and that recipients of the PDF should be able to zoom into the image. Info
- It was indicated that the red line in the Transportation Network Improvements figure is related to the Weston Road Detail Design assignment, and that this image is limited to only a schematic showing the approximate location of transportation studies in the area. Info
- ■■■ asked what type of signalization is planned at the intersection at Weston Road, and whether southbound vehicles on Weston Road would be able to turn east onto the future Bass Pro Mills Drive extension.
- PC confirmed that the future Bass Pro Mills Drive extension will be a continuous collector road from Jane Street to Weston Road. The Weston Road Detailed Design study is being undertaken by York Region. However, through coordination with the City we anticipate that the redesign of this intersection will result in a signalized T-intersection to allow cars to travel east/west along Bass Pro Mills Drive to/from Weston Road. Info
- ■■■ indicated that she sees the T-intersection as potentially posing a huge issue for traffic infiltration into the Weston Downs neighbourhood.
- ■■■ noted that the T-intersection with Weston does not direct traffic to Astona Boulevard, as the other alignment alternative did, and that this appears to be the best outcome for Weston Downs. Info

**Item:**

**Action:**

- [REDACTED] asked that when coming off of Highway 400 north-bound and making a right turn on Bass Pro Mills Drive into the Vaughan Mills Centre, did the project team discuss making this an on-ramp onto Highway 400?
- PC clarified that the ramp in question is only an off-ramp from Highway 400 north bound. The loop ramp is for drivers to get from Bass Pro Mills Drive on to Highway 400 south bound. Info
- AM confirmed that the other on-ramps to Highway 400 are currently at Rutherford Road and more movements are planned at Langstaff Road which will have significant improvements on traffic operations in the area. Info
- [REDACTED] asked that the project team explain Slide 10 in more detail.
- AM clarified that the table on Slide 10 indicates the following: the first column shows the delay in seconds. The Level of Service (LOS) F indicates that drivers will experience a delay, and this is not considered an acceptable LOS. The slide also shows how long of a delay the drivers will experience.
- Stantec to further explain Slide 10 for the Public Information Centre so that public viewers can understand the table/letter acronyms within the traffic section of the presentation. Stantec
- [REDACTED] asked if the project team is only looking at Weston Road subjectively to determine that there will be a delay, not actual data?
- AM confirmed that this traffic analysis was done with real data and then this was compared against existing data to confirm accuracy. Traffic counts have been collected for all intersections within the study area. While the project did not start until 2020, the City had completed full traffic counts in 2019 which were provided to the project team with additional information provided by the Ministry of Transportation Ontario for the Highway 400 ramps/highway. Info
- [REDACTED] requested a copy of the 2019 traffic study completed by the City.
- [REDACTED] indicated that every other time WDRA has requested raw data they have received it. A lot of residents have questions regarding the intersection (i.e., volume of trucks, cars, etc.). It will be important for the WDRA to know what data was used to make key decisions and there is a tight timeline to confirm this before these recommendations go public at the upcoming Public Information Centre 2.
- HE indicated that the City does not typically share raw data, but rather the final Traffic Impact Analysis which will be made public at the time of the review of the Environmental Study Report. However, the City will discuss internally and provide what they are able to provide at this time. City
- [REDACTED] requested examples of raised/depressed features along roadways.

**Item:**

**Action:**

- ■ clarified that she wants to see these features in-person and would request that some google map locations be provided of similar features so that they can share them at their board meeting, and they can drive out to physically see the features.
- ■ suggested that these features may not have been used in Vaughan yet so there may be nothing to compare it to.
- Th study team described and shared their screens to provide examples in the City, VMC Public Realm study and associated cross-sections and examples within Mississauga. Info
- ■ suggested that it would be a good idea to include these visuals at the future Online Public Information Centre 2. Stantec to incorporate these visuals into the presentation slides. Stantec
- ■ asked if the representative from the cycling group (YRP) has been consulted with respect to bike use in the area.
- SH indicated that the City has been closely collaborating with YRP with respect to the use of scooters, e-bikes, including education and awareness, to communicate what is permitted in other neighbourhoods. Info
- HE stated that the project team is happy to receive comments from the SG in advance of Online PIC 2 and throughout the PIC review period. This meeting serves as just the initial feedback from the SG and that ongoing feedback is encouraged.
- HE to provide WDRA with the contact information for the Weston Road Detail Design study contacts at York Region.

The meeting adjourned at 10:40 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



**Diana Addley**

Senior Environmental Planner

Phone: 905 415-6401

Diana.Addley@stantec.com

Attachment: Stakeholders Group Meeting 2 Presentation Slides





# Bass Pro Mills Extension

Highway 400 to Weston Road

Schedule C Municipal Class Environmental Assessment

Stakeholder Group Meeting 2

July 30, 2021





# Agenda

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- Introductions
- Background and Public Feedback to Date
- Traffic Analysis
- Natural Environment Conditions
- Evaluation of Alternative Designs
- Technically Recommended Design
- Stormwater Management Approach
- Potential Impacts and Mitigation Measures
- Next Steps



# Study Overview

The City of Vaughan is undertaking a Municipal Class Environmental Assessment study for the proposed extension of Bass Pro Mills Drive, from Highway 400 westerly to Weston Road. This extension would provide a new major collector roadway that unites neighbourhoods from Weston Road to Jane Street, redistributes east-west traffic and alleviates congestion on Rutherford Road.

An enhanced boulevard could accommodate new York Region Transit amenities, a pedestrian friendly multi-use trail, as well as on-street cycling facilities.

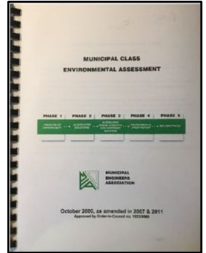
The proposed extension of Bass Pro Mills Drive is envisaged to support future development in the study area, including the employment and intensification plans developed as part of the Vaughan Mills Centre Secondary Plan (VMCSP).



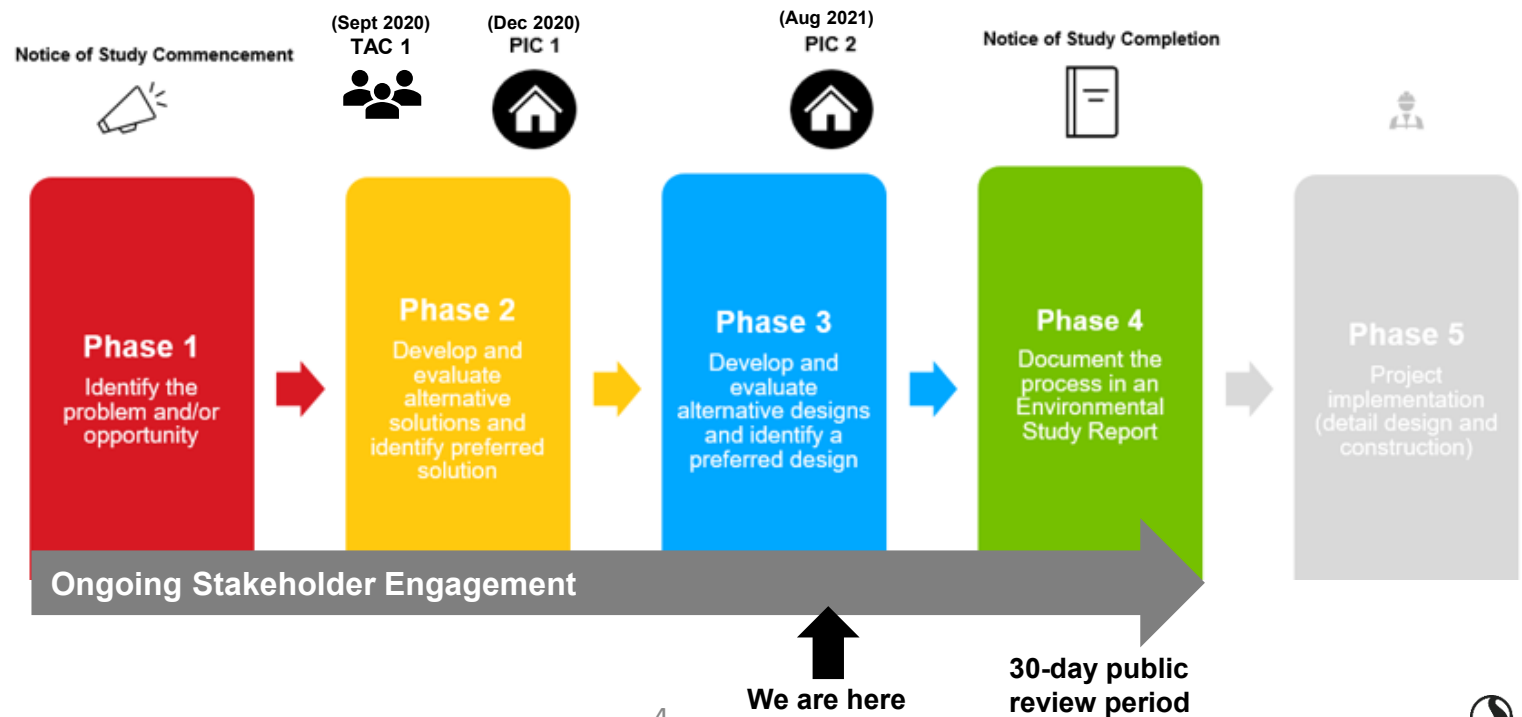


# Municipal Class Environmental Process

Municipal planning for infrastructure improvements must be completed in accordance with the Municipal Engineers Association’s Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2015). This is an approved process under the Environmental Assessment Act.



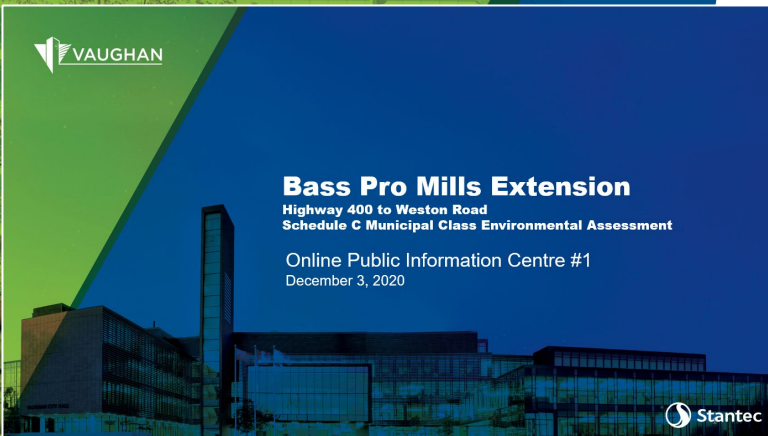
The proposed extension of Bass Pro Mills Drive classifies as a Schedule ‘C’ project. These projects are required to follow Phases 1 through 4 of the MCEA process.



# What Have We Heard?

Online Public Information Centre (PIC) 1 was held from **December 3, 2020** until **January 8, 2021**. There were 471 unique visitors to the study website and over 100 responses received during the Online PIC comment period. Comment themes included:

- Concern for increased traffic congestion and lack of alternative routes within the study area.
- Concern that an extension of Bass Pro Mills Drive will encourage east-west traffic through the Weston Downs community or increase traffic on an already congested Weston Road.
- Suggestions that there is a greater need for alleviation of north-south traffic rather than east-west traffic, primarily on Weston Road.
- Need for pedestrian and cyclist friendly routes within the study area (i.e., through separated bike lanes and the implementation of sidewalks, multi-use paths and wider boulevards)
- Concern regarding the impact to the environment, wildlife, and noise/air pollution.
- Desire for wider boulevards with trees/streetscaping.
- Roundabouts on the potential Bass Pro Mills extension may alleviate congestion that would otherwise build up at traffic lights.
- Implementation of a Highway 400 northbound ramp could reduce traffic congestion
- While 86% of respondents use public transportation less than once per month, 37% of respondents indicated that there is a lack of public transportation options available within the study area





# Simulation of Future Transportation Options

## Option 0

- Future Base Conditions (2031 and 2041 horizons)
- 2041 horizon show impacts from Langstaff Road extension to Highway 7 and its widening between Weston Road and east of Jane Street

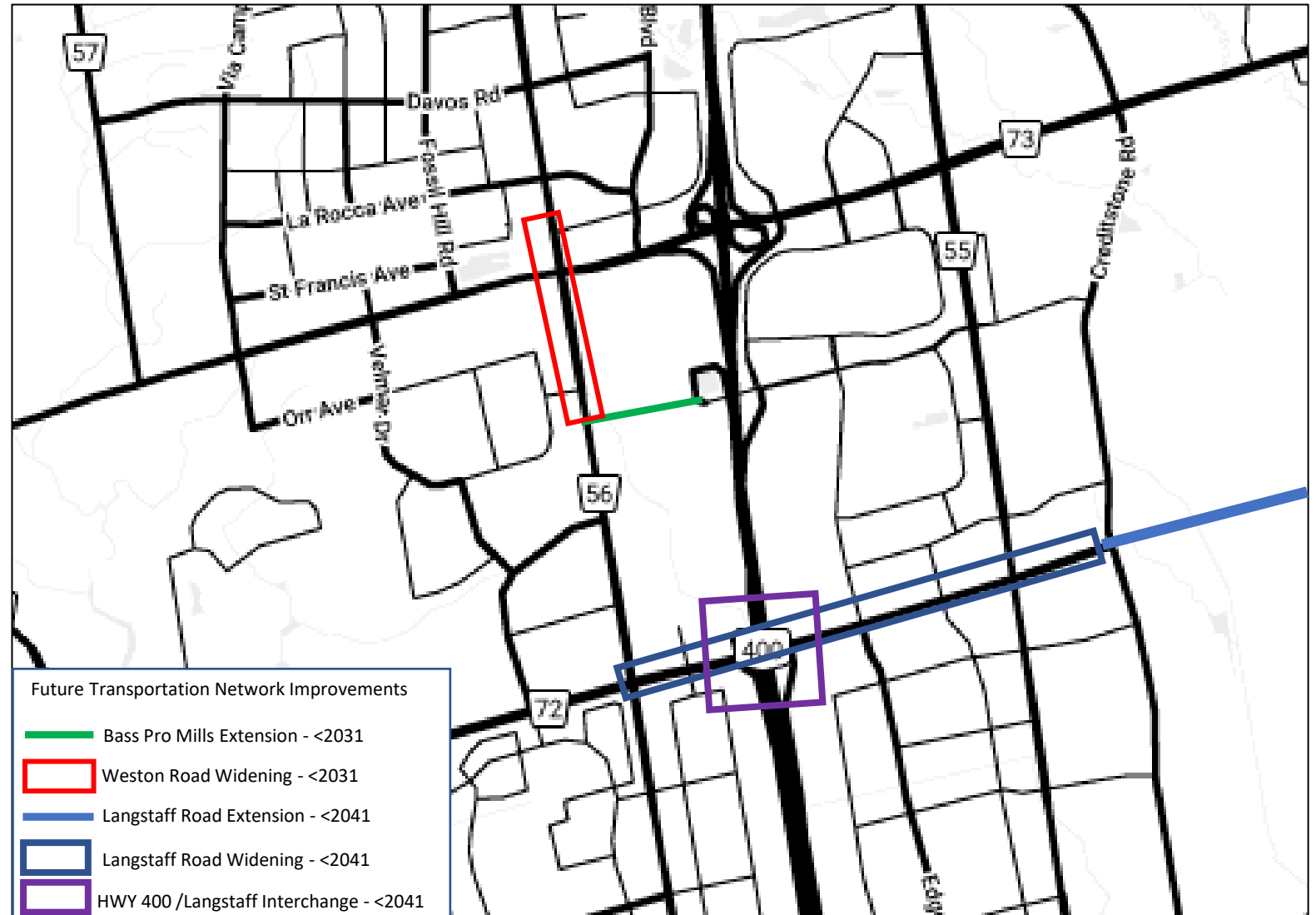
## Option A

- Future Conditions with Bass Pro Mills Drive extension (2031 and 2041 horizons)
- Includes Bass Pro Mills Drive Extension and Weston Road Widening north of Bass Pro Mills Extension to Hawkview Boulevard

## Option B

- Future Conditions with Bass Pro Mills Drive extension and VMCSP (2031 and 2041 horizons)
- Includes 2014 Vaughan Mills Centre Secondary Plan road network and trips

# Transportation Network Improvements





# Vaughan Mills Centre Secondary Plan

Vehicular trips associated with the 2014 Vaughan Mills Centre Road Network were modelled as part of **Option B** (Future Conditions with Bass Pro Mills Drive extension and VMCS (2031 and 2041 horizons) in study area

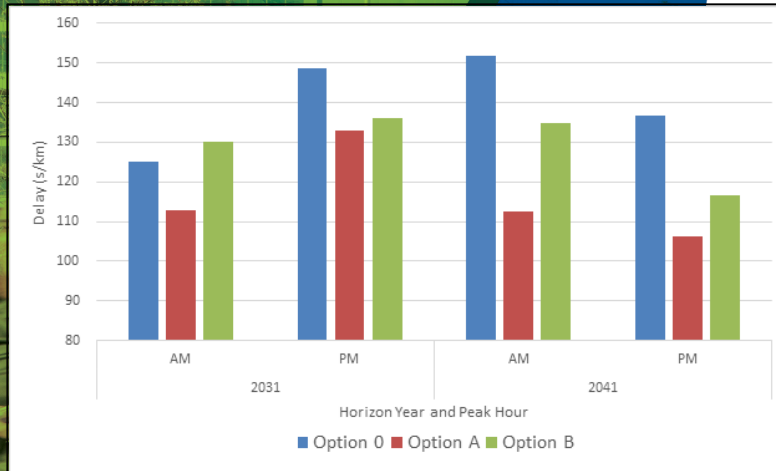


VMCS Future Trips	AM Peak		PM Peak	
	Inbound	Outbound	Inbound	Outbound
<b>East of Highway 400</b>	852	828	1,183	1,277
<b>West of Highway 400</b>	2,839	468	996	2,970
<b>Total</b>	3,691	1,296	2,179	4,247

# Transportation Network Assessment

## Transportation Analysis – Study Area Network Delay Performance

- Transportation simulation results showed that Option A (Bass Pro Mills Drive Extension and Weston Road Widening) will result in overall delay reduction and transportation operational improvement in the study area
- The proposed improvements in Option A will result in around 10% improvement in 2031 horizon and above 22% improvement in 2041 horizons
- The main reason will be the better connectivity and higher capacity provided in the road network.



Horizon Year	Peak Hour	Delay Values			Delay Reduction%	
		Option 0	Option A	Option B	Option A	Option B
2031	AM	125	113	130	-10%	4%
	PM	149	133	136	-11%	-9%
2041	AM	152	113	135	-26%	-11%
	PM	137	106	117	-22%	-15%

# Transportation Network Assessment

## Transportation Analysis – Study Area Network Delay Performance

- A comparison of LOS results along Weston Road shows improvements in operations while further traffic will be served in Option A

Intersection	Future Base 2031				Option A 2031				Option B 2031			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS
Weston Road at Rutherford Road	118	F	133	F	113	F	140	F	136	F	123	F
Weston Road at Astona Blvd	20	C	81	F	27	C	79	E	23	C	61	E
Weston Road at Bass Pro Mills Drive	NA	NA	NA	NA	50	D	83	F	45	D	57	E
Weston Road at Greenpark Crestmount	82	F	130	F	86	F	28	C	114	F	30	C
Weston Road at Langstaff Road	112	F	165	F	89	F	114	F	137	F	151	F



# Transportation Network Assessment

## Transportation Analysis – Study Area Network Delay Performance

- A comparison of LOS results along Weston Road in 2041 horizon shows improvements in operations while further traffic will be served in Option A

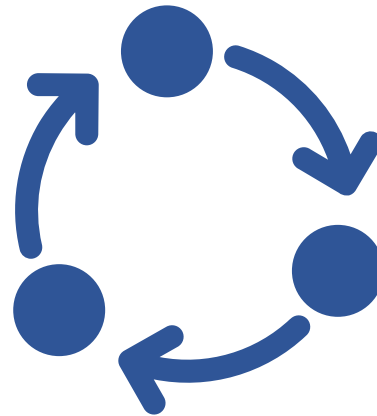
Intersection	Future Base 2041				Option A 2041				Option B 2041			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS
Weston Road at Rutherford Road	163	F	125	F	103	F	100	F	148	F	105	F
Weston Road at Astona Blvd	51	D	30	C	59	E	12	B	30	C	11	B
Weston Road at Bass Pro Mills Drive	NA	NA	NA	NA	57	E	23	C	38	D	36	D
Weston Road at Greenpark/Crestmount	113	F	28	C	111	F	15	B	76	E	15	B
Weston Road at Langstaff Road	270	F	242	F	113	F	114	F	112	F	130	F

# Roundabout Screening

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An initial alternative was reviewed to include a roundabout at the intersection of Bass Pro Mills Drive Extension and Weston Road.

This alternative was not selected to proceed based on its limitations and disadvantages including; additional spatial and right of way requirements, operational challenges related to the unequal approach traffic volumes that can increase delays and queue lengths and pedestrian crossing and cyclist challenges.





# Natural Environment - Background

## Background/Desktop Review





### Terrestrial

- Lies within TRCA Regulated Area
- MASM1-12 (shallow marsh community)
- Potential habitat for bats and bird SAR
- Candidate SWH for amphibians, breeding birds, crayfish, reptiles
- Turtle nesting
- Seeps and springs

### Aquatic

- Black Creek permanent watercourse with warm thermal regime
- Assumed to provide direct fish habitat
- No aquatic SAR documented in/near this reach



Legend	
	Watercourse (Permanent)
	Subject Property
	Study Area
	ELC
ELC Code	
CVC_1	- Business Sector
CVC_2	- Light Industry
CVL_1	- Transportation
CVR_3	- Single Family Residential
MASM1-12	- Common Reed Mineral Shallow Marsh Type
ME	- Meadow
SA	- Shallow Water



# Natural Environment – Site Surveys

## Site Observations

- Site visits in April, May, June and July 2021
- No significant findings
- ELC established
- No breeding birds

## Headwater Drainage Features Assessment

- limited to desktop review

### 1) Black Creek

- Roadside ditch, lack of vegetated buffer

### 2) Wetland Vegetation Community

- MASM1-12 (shallow marsh community)
- No amphibians
- Short hydroperiod assumed (site access required to confirm)
- Hydrologic connection to south wetland

### 3) Connecting Channel

- Between Wetland and Black Creek



Wetland and Connecting Channel will follow Wetland Management Recommendations set forth in HDF Assessment Guidelines (TRCA & SVS 2014)



# City of Vaughan Design Criteria

<b>Criteria</b>	<b>City of Vaughan Major Collector Roadway</b>
Design Speed	70 km/hour
Posted Speed	50 km/hour
Through Lane Width	3.3 m
Curb Lane Width	3.5 m
Buffer between Cyclists and Clearways	Minimum 0.5 m
Sidewalk Width	Minimum 1.5 m and 2.0 m adjacent to curb
Cycle Tracks	1.8 m one-way, 3.0 m two-way

# Evaluation Process

A staged approach was used to identify and evaluate alternative design concepts, and to identify a recommended design that is cost effective, provides safe and functional traffic operations, improves local access, and minimizes impacts to the environment.

**Stage 1**  
**Evaluate**  
**Alternative**  
**Cross-Sections**

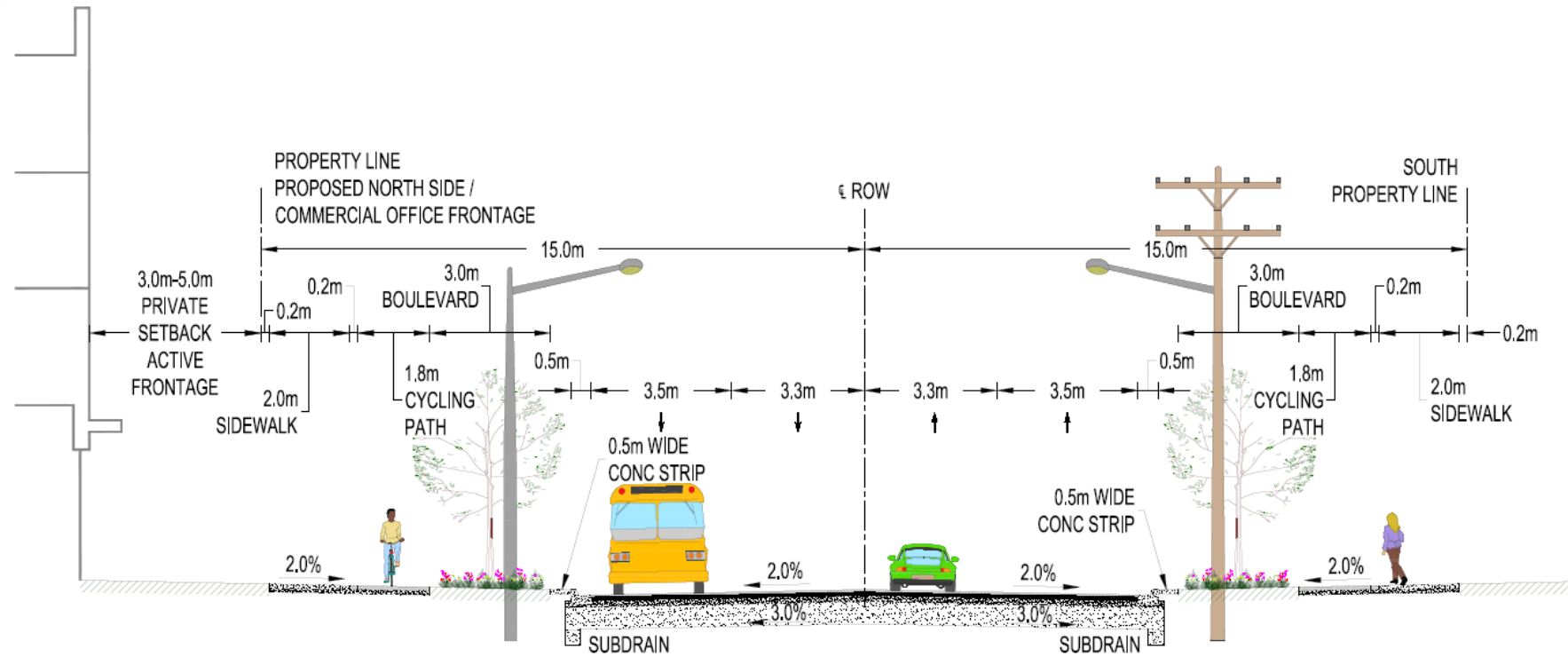
**Stage 2**  
**Evaluate**  
**Alternative**  
**Alignments**

**Stage 3**  
**Identify Technically**  
**Recommended**  
**Design**



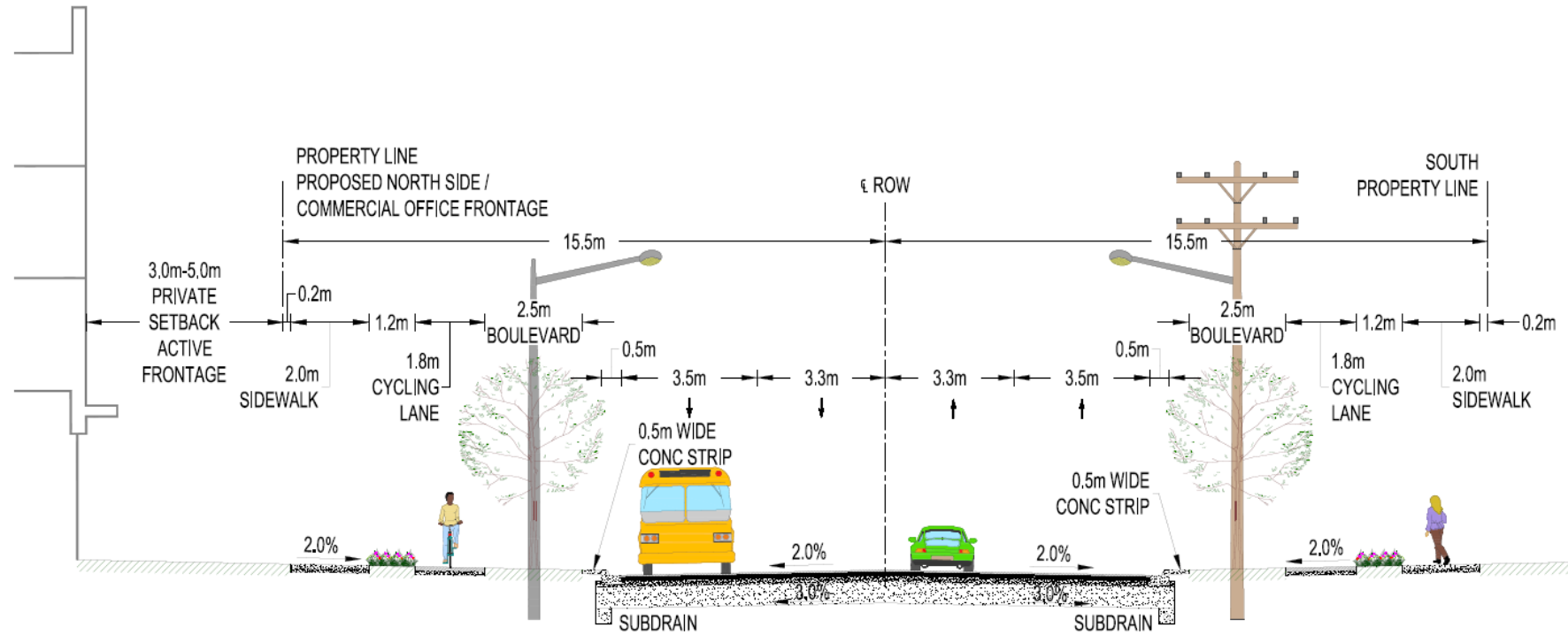
# Alternative Cross-Sections

## Alternative Cross-Section 1



# Alternative Cross-Sections

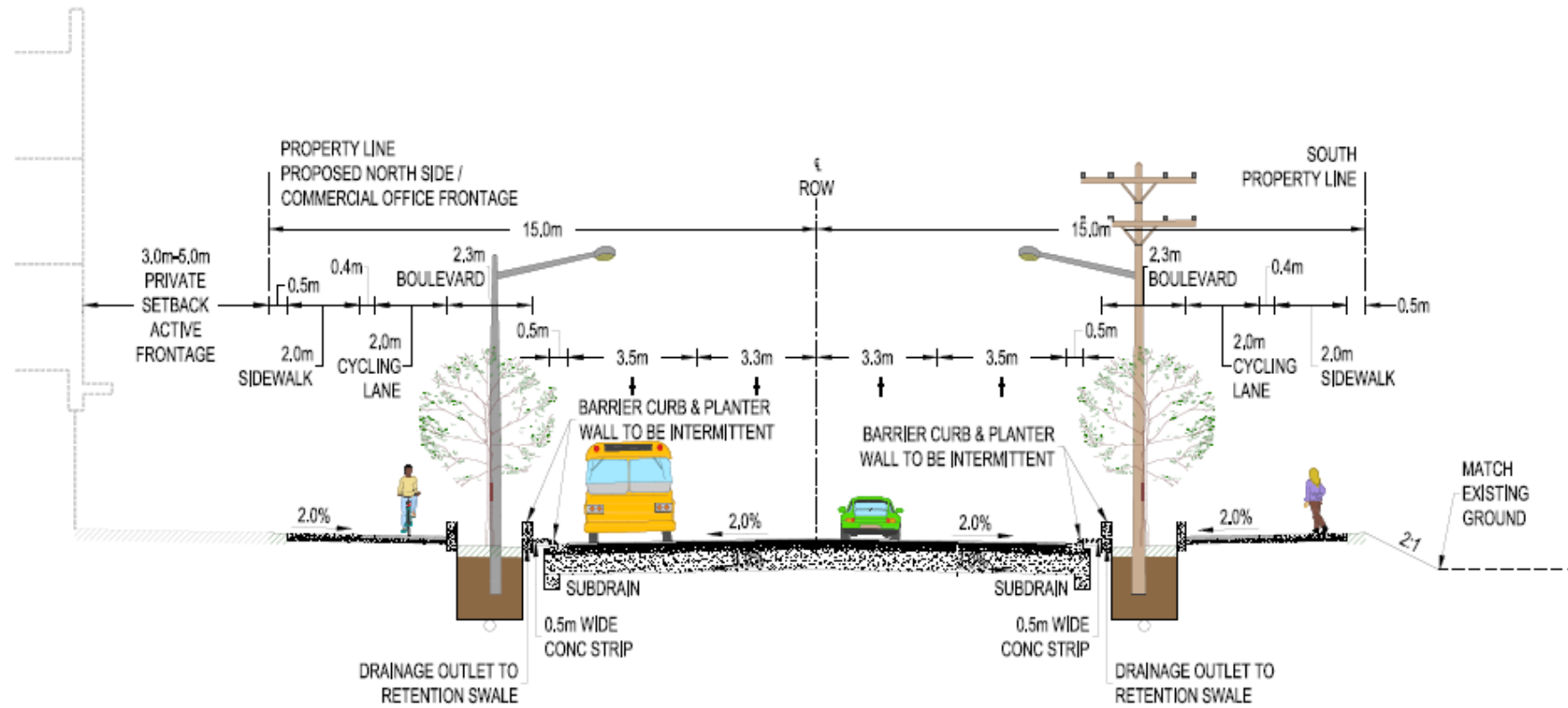
## Alternative Cross-Section 2





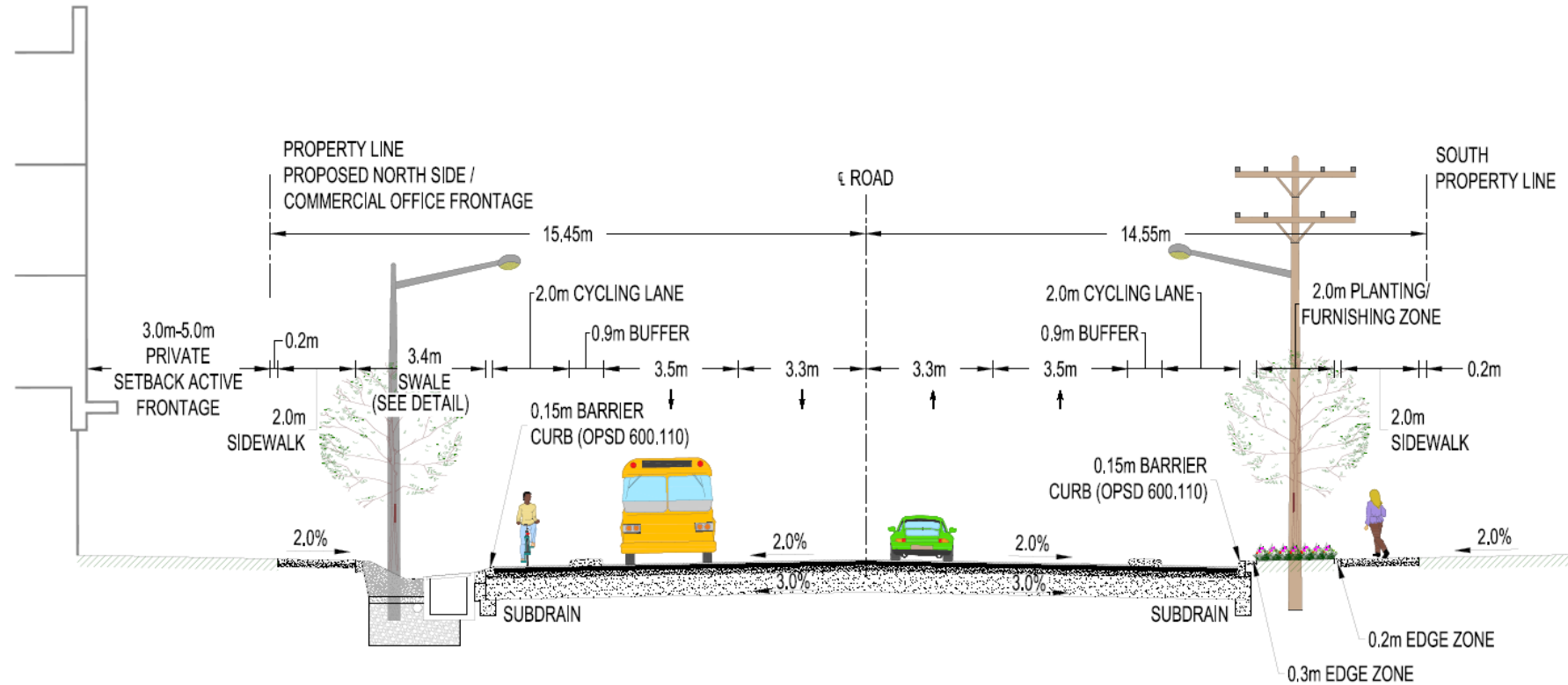
# Alternative Cross-Sections

## Alternative Cross-Section 3



















# Alternative Cross-Sections

## Alternative Cross-Section 4





# Evaluation of Alternative Cross-Sections

Criteria Category	1	2	3	4
Technical				
Transportation				
Socio-Economic				
Natural Environment				
<b>Overall Conclusion</b>	Not Recommended	Not Recommended	Technically Recommended Design	Not Recommended





# Recommended Cross-Section

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Alternative Cross-Section 3 was selected because it:

- Is consistent with City design standards and vision for the community and public realm, as well as the recommendations of the VMCSPP
- Has a moderate capital cost and operations and maintenance cost
- Offers safe and comfortable environment for both cyclists and pedestrians
- Provides opportunities to create a pedestrian friendly space through streetlighting, wayfinding, accessible street furniture, etc.
- Has high potential to accommodate municipal infrastructure, utilities and streetlighting
- Has high potential to accommodate green infrastructure through the implementation of a retention swale on both sides of the ROW



# Alternative Alignments

Alignment Alternative 'A'



Alignment Alternative 'B'





# Evaluation of Alternative Alignments

Criteria Category	Alternative A (Straight Connection to Weston Rd)	Alternative B (Astona Blvd Connection)
Technical	Preferred	Least Preferred
Cultural Heritage	Preferred	Least Preferred
Socio-Economic	Preferred	Least Preferred
Natural Environment	Preferred	Least Preferred
Overall Conclusion	Recommended	Not Recommended

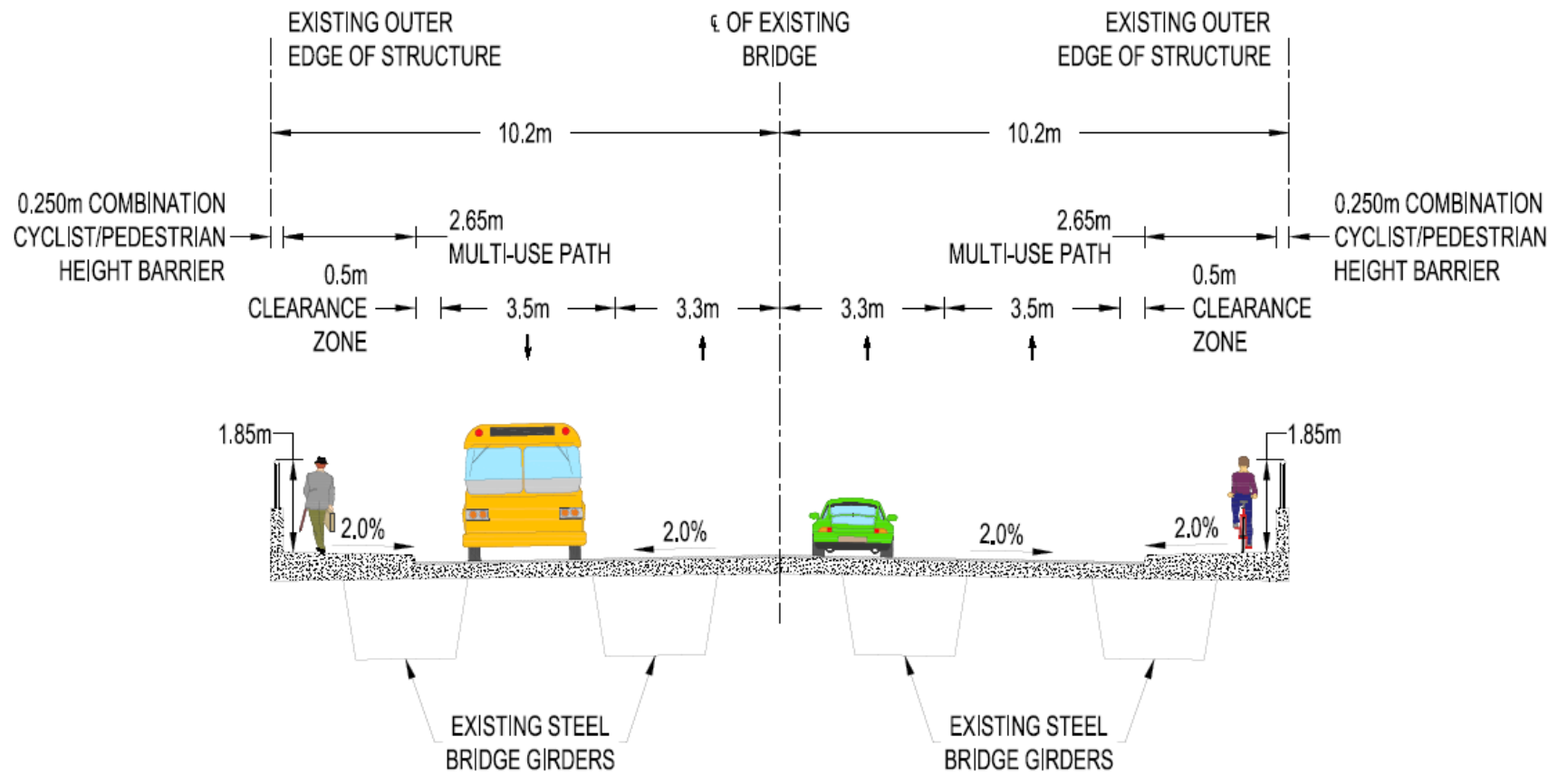
**Alignment Alternative A** is recommended because:

- Avoids direct connection to adjacent residential areas, less traffic infiltration anticipated
- Aligns with City’s vision set forth in VM CSP
- Lower potential environmental impacts (archaeological, natural heritage)
- Lower anticipated capital, operations and maintenance cost
- Less impacts to private property

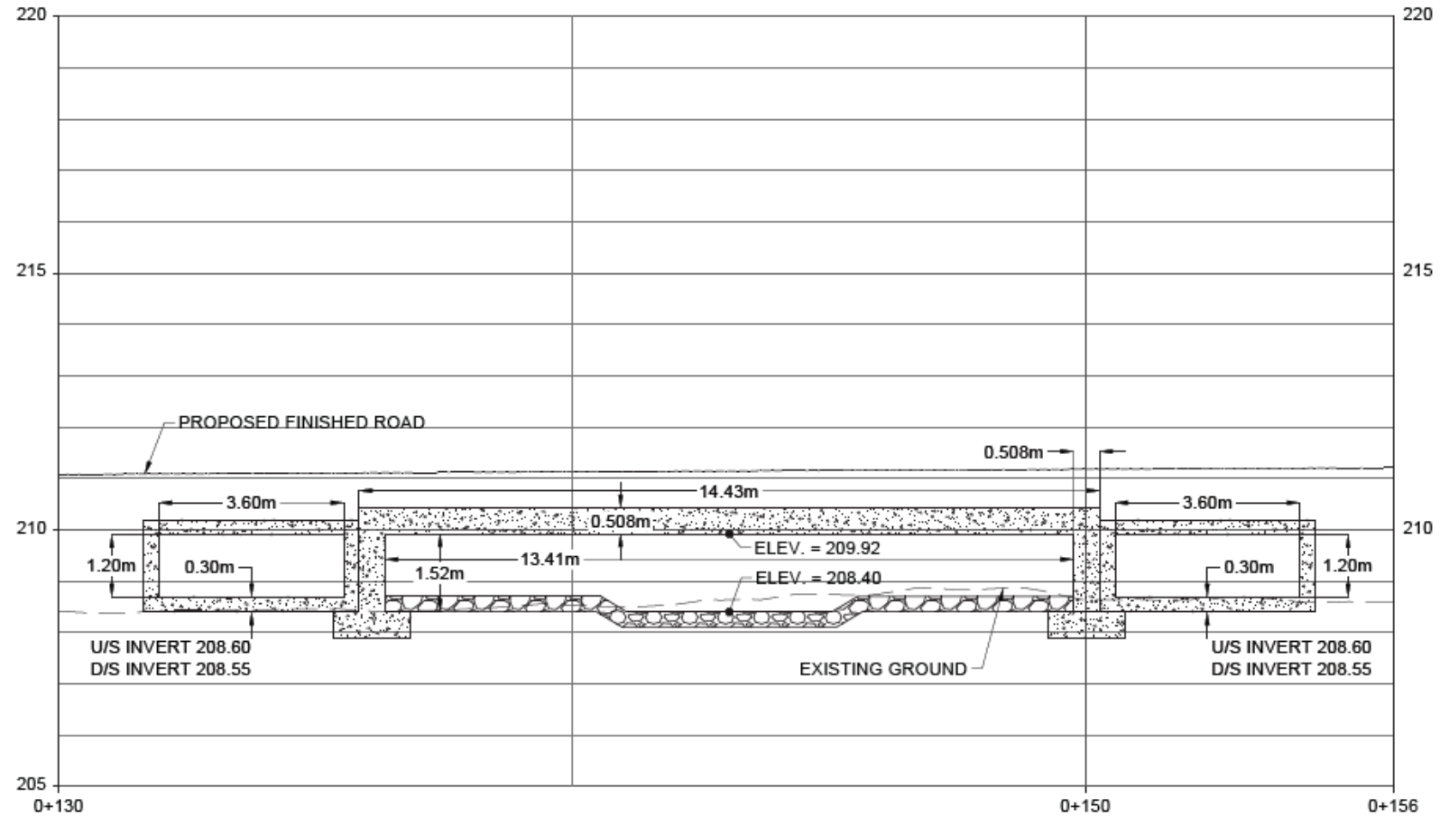




# Recommended Design – Highway 400 Bridge

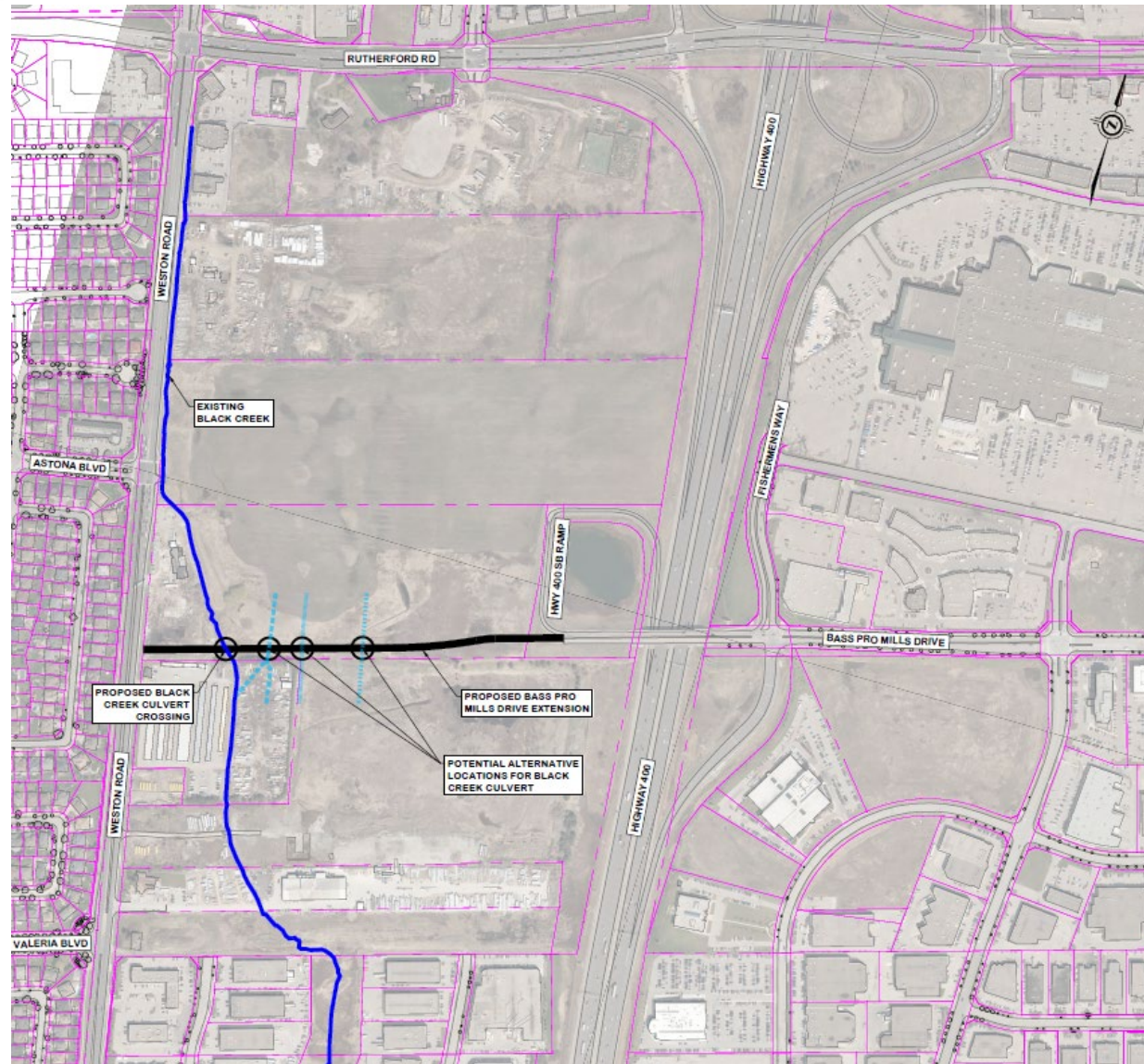


# Proposed Black Creek Culvert





# Potential Future Black Creek Culvert Locations



- Final land use configuration not known
- Anticipated to be confirmed during detail design
- Potential creek alignments to be confirmed during detail design





# Environmental Impacts & Mitigation

Potential Impact	Preliminary Proposed Mitigation Measures and Commitments
<b>Aquatic Environment</b>	<ul style="list-style-type: none"> <li>Black Creek assumed to provide direct fish habitat. New crossing of Black Creek will be designed to accommodate meandering channel design with vegetated buffer to north and south.</li> </ul>
<b>Trees/Vegetation</b>	<ul style="list-style-type: none"> <li>Vegetation and tree removal will be minimized to the extent possible. New streetscape features (grass, trees, vegetation) will be implemented as part of preferred design.</li> </ul>
<b>Wildlife/Habitat/Wetland</b>	<ul style="list-style-type: none"> <li>Breeding bird surveys to confirm presence/absence of breeding birds and OWES Wetland Evaluation to delineate wetland boundaries and confirm absence of amphibians.</li> <li>Wetland connection to Black Creek will be maintained via drainage ditch situated along north side of new right-of-way.</li> <li>Wetland connection to south will be maintained via equalization culvert</li> </ul>
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>Stage 1 Archaeological Assessment (AA) identified the potential for the recovery of archaeological of resources.</li> <li>Stage 2 AA will be undertaken during detail design. No construction activities will take place until the Ministry of Sport, Heritage, Tourism and Culture Industries have confirmed in writing that all archaeological licensing and technical review requirements have been satisfied.</li> </ul>
<b>Property</b>	<ul style="list-style-type: none"> <li>Impacts to some private property has been identified in association with the Technically Recommended Design.</li> <li>Property impacts will be minimized to the extent possible during detail design, in consultation with affected property owners.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>A Noise Assessment is being completed in accordance with Provincial guidelines to determine if measures are required to mitigate potential increases in traffic noise.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess the potential changes in local and regional air quality, and to determine mitigation measures as required.</li> </ul>



# Next Steps

- Hold Online PIC 2 (August 19, 2021 – September 16, 2021)
- Review and consider feedback following the comment period
- Confirm the Technically Recommended Design
- Prepare Environmental Study Report (ESR)
- Issue Notice of Study Completion and 30-day ESR public review period (November 2021)

We would greatly appreciate receiving any comments or question you may have by **August 6, 2021**.

**Hilda Esedebe, P.Eng.**

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**Thank you for attending!**





**Robinson, Jennifer**

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**From:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>  
**Sent:** Wednesday, September 1, 2021 6:30 PM  
**To:** Selma Hubjer; Addley, Diana; Cholewa, Peter; Robinson, Jennifer; Mirhoseini, Arash;

[Redacted content]

**Cc:** [Redacted]  
**Subject:** RE: Bass Pro Mills EA - SG - Meeting 2  
**Attachments:** basspromills\_SG2\_comment\_response\_tbl\_20210901.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello all,

Please find attached the Comments-Response Table from the July 30, 2021 SG Meeting 2 for the Bass Pro Mills Environmental Assessment Study. Please review and advise if there are any questions.

Regards,

**Hilda Esedebe**, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
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**Bass Pro Mills Drive Extension, Highway 400 and Weston Road  
Municipal Class Environmental Assessment - Schedule C  
Stakeholder Group Meeting #2 - Comment/Response Table**

Item #	Date	Comment Source	Commenter	Comment	Stantec/City of Vaughan Response
1	7/30/2021	SG #2	██████████, WDRA	What time of year were the surveys conducted for the Traffic Study? (i.e. during the summer, during the COVID-19 pandemic, etc.)	Survey data was collected during the fall of 2019, thus it was not impacted by the COVID-19 pandemic. Fall is often the best time to capture peak travel data due to school being back in session. Spring data is often used to further confirm data captured in the fall.
2	7/30/2021	SG #2	██████████, WDRA	Will the City also use data from previous years to fully realize the amount of growth even prior to 2019, especially the amount of traffic on Rutherford Road?	The study team is aware of the ongoing growth within the study area. It is anticipated that the Region, City and adjacent area are expected to see a continued increased population and employment growth, which has been factored into the traffic modelling projections for this study. This has further substantiated the need for additional transportation infrastructure.
3	7/30/2021	SG #2	██████████, WDRA	What type of signalization is planned at the intersection at Weston Road/Bass Pro Mills Drive? Will southbound vehicles on Weston Road be able to turn east onto the future Bass Pro Mills Drive extension?	The future Bass Pro Mills Drive extension will be a continuous collector road from Jane Street to Weston Road. The City is coordinating with York Region in relation to their ongoing Weston Road Detail Design project, and it is anticipated that the redesign of this intersection will result in a signalized T-intersection to allow cars to travel east/west along Bass Pro Mills Drive to/from Weston Road.
4	7/30/2021	SG #2	██████████, WDRA	Was an on-ramp onto Highway 400 considered when coming off of Highway 400 north-bound and making a right turn onto Bass Pro Mills Drive into the VMSC?	The ramp in question is only an off-ramp from Highway 400 north-bound. The purpose of the loop ramp is to allow drivers to travel from Bass Pro Mills Drive onto the Highway 400 south-bound. There are other on-ramps to Highway 400 currently at Rutherford Road and more movements planned at Langstaff Road (which are anticipated to have significant improvement on traffic operations within the area).
5	7/30/2021	SG #2	██████████, WDRA	Was actual data used to review possible traffic delays on Weston Road as a result of the Bass Pro Mills Drive extension?	The traffic analysis was completed with data collected in 2019 and then compared against existing previously acquired data to confirm accuracy. Traffic counts were collected for all intersections within the study area prior to study initiation and/or the COVID-19 pandemic, and additional information was provided by MTO in relation to Highway 400 ramps/highway traffic.
6	7/30/2021	SG #2	██████████, WDRA	Has a representative from the cycling group (YRP) been consulted with respect to bike use in the study area?	The City has been closely collaborating with YRP regarding to the use of scooters, e-bikes, including educational awareness, to communicate what is permitted in other neighbourhoods.
7	7/30/2021	SG #2	██████████, WDRA	Can we see what the proposed cross section of Bass Pro Mills would look like? Any examples within Vaughan?	Images and a 3D rendering from the ongoing Vaughan Mills Center Urban Design Study were shared. This was considered as a good suggestion to include in the upcoming Public Information Center.
8	7/30/2021	SG #2	██████████, WDRA	Do we know what is being planned for the Weston Road Widening?	This is a project by the Region of York. Contact details were provided to Nadia following the meeting.
9	7/30/2021	SG #2	██████████, WDRA	Are there any concerns regarding future operations at the Bass Pro/Weston intersection i.e., queuing on Weston potentially blocking Astona to the north or Valeria to the south?	Based on the simulation model results, the longest queue length on the northbound and southbound approach is expected to occur during the AM peak hour at the southbound approach. The longest queue length observed will be less than 125 m and will not impact the intersection with Astona Road.
10	7/30/2021	SG #2	██████████, WDRA	Can we have access to the traffic data used?	The City will review internally and advise.

## Robinson, Jennifer

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**From:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>  
**Sent:** Saturday, September 11, 2021 3:18 PM  
**To:** [REDACTED]  
**Cc:** Addley, Diana; Cholewa, Peter; Robinson, Jennifer; Mirhoseini, Arash;

**Subject:** RE: [External] Re: Bass Pro Mills EA - SG - Meeting 2

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED],

The traffic analysis completed for this study included a quantitative analysis of the following major roads: Rutherford Road; Jane Street; Bass Pro Mills Drive; Langstaff Road; Weston Road; and, Highway 400 and its ramp terminals. Quantitative analysis of major roads is typical for Environmental Assessment studies of this nature. While the traffic analysis did not quantitatively assess traffic volume changes within the Weston Downs internal road network, the findings of the analysis indicates that the proposed extension of Bass Pro Mills Drive and improvements to Weston Road are expected to improve intersection operations, when compared to the base case. As a result, no increase in traffic infiltration is anticipated within the Weston Downs neighborhood resulting from the proposed extension of Bass Pro Mills Drive and the widening of Weston Road.

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.  
**Transportation Project Manager**  
**Infrastructure Planning and Corporate Asset Management**  
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[vaughan.ca](http://vaughan.ca)



---

**From:** [REDACTED]  
**Sent:** Thursday, September 2, 2021 1:37 PM  
**To:** Hilda Esedebe <Hilda.Esedebe@vaughan.ca>  
**Cc:** Selma Hubjer <Selma.Hubjer@vaughan.ca>; Addley, Diana <Diana.Addley@stantec.com>; Cholewa, Peter <Peter.Cholewa@stantec.com>; Robinson, Jennifer <Jennifer.Robinson@stantec.com>; Mirhoseini, Arash <Arash.Mirhoseini@stantec.com>; [REDACTED]

[REDACTED]

**Subject:** [External] Re: Bass Pro Mills EA - SG - Meeting 2

Hilda,

I see that the comment I sent you after the stakeholders meeting was not included in the summary you mailed out.

The comment should be included and distributed along with the comments to the other stakeholders members.

Below is the relevant part of the email I sent you:

***Sorry Hilda,***

***I had to leave the meeting at 10:30.***

***I have one significant comment that you may want to share with the project team. Probably the most significant comments made at the first task force meeting and at the public meeting were related to traffic congestion in general and of traffic infiltration into Weston Downs. The impact of the increased traffic on Weston Road was handled, but the traffic infiltration into Weston Downs was not covered at all. It would be nice to see a chart similar to the one showing the traffic delays on Weston Rd that shows the impacts on streets such as Astona, Velmar and Village Green.***

Thanks

[REDACTED]