



**DUFFERIN STREET AND CENTRE STREET P.2017.9  
INTERSECTION LAND USE STUDY  
DRAFT LAND USE PLAN AND POLICIES  
AMENDMENT TO THE OFFICIAL PLAN  
FILE: 26.6**

Living in this area for over 26 years I have seen a lot of progress, attended many public meetings that presented models and layouts (before internet) and have seen many things happen in this neighbour and the area of Dufferin and Centre Street.

For the reasons below and have not seen or found any answers to my questions listed below I recommend that the Dufferin Street and Centre Street Intersection Land use study (P2017.9 File 26.6) be placed on Hold.

(Letter of March 6<sup>th</sup>, 2017 for the Dufferin Centre Study Report March 7, 2017)

I propose that the Dufferin Street and Centre Street Intersection Land use study (P2017.9 File 26.6) be placed on HOLD until the MTO / 407 ETR release of the feasibility study due the end of 2017, and their decision to either proceed with the Dufferin Street – Centre Street interchange or not. Currently we the public is wasting enormous sums of money and time of both the city and the public. Once the MTO /407 ETR decision is made then we can start planning the future.

Here are a few of my concerns that should be addressed and items to be added to the study once it proceeds when the MTO/407 make their decision on the Dufferin Street – Centre Street interchange.

A). It appears that there are really seven major groups that have together work in tandem to create the best environment for the present and the future of Thornhill (Dufferin and Centre Street). Until we the community knows what is happening and the agendas of the other parties involved are known, we as a community can't make the right decision for the future.

These are the players or Stakeholders:

- 1). York Region
- 2). City of Vaughan
- 3). City of Toronto (their input not found in any of the studies)
- 4). MTO
- 5). 407 ETR
- 6). Builders
- 7). And Lets not forget: What is best for the community (the people that work and live here)

B). The traffic on Dufferin street travelling south in the morning and travelling north in the evening is horrific, the volume is unbelievable. Adding additional density in the form of Mid-Rise or Low-rise Mixed-Use will make it even worst. (2,000+ people will be added)

Some of the problem are:

- 1). at Steeles Ave and Dufferin Street, where six lanes of traffic converse into four lanes
- 2). Increased of housing density to the north of 407 in the City of Vaughan and York region
- 3). Lack of North South traffic options by automobile, truck and public transit have been remedied.
- 4). Not knowing what the MTO/407 ETR will doing with the Dufferin Street – Centre Street interchange
- 5). To what level will the Concord GO Centre will effect the 407 ETR and their expansion plans
- 6). Until all of the studies including the Noise Pollution, Air Pollution, Wind, Weather Analysis and the Fisherville Creek and Channel studies are completed
- 7). the City of Vaughan and York Region knowing the timeline of when the Expansion of Dufferin Street from four lanes to six lanes south of Steeles Ave will be by the City of Toronto
- 8). Solving the contradiction of City Council with regards of the MTO / 407 ETR interchange expansion

We can work together and plan for the future.

C). Here is additional information that I'm concerted with and need to know the answers to so we as a community can make the right decision for the future:

**Dufferin Centre Street Study Report page 1 states:**

The Consultant met with the Highway 407 ETR what was the outcome of that meeting with regards to what the 407 is doing with the South West and South East Corners of land?

What Happened?

**D). Question:**

Is the 407 ETR going to construct in 2020 the long ramps and bridges

There is a feasibility study due at the end of 2017. Dufferin Centre Street Study Report page 12 -13.

To quote the study:

- 1). The interchange traffic may increase the traffic speed and discourage pedestrian movement within the plan area.

2). The construction of the interchange further expands the MTO's Access Control Area which limits the number and type of access points within the area.

3). The interchange's physical presence reduces the opportunity for creating a pedestrian oriented neighbourhood and the possibility of creating a sense of community in the area.

4). It conflicts with the following Council (City of Vaughan) resolution adopted on August 25, 2003:

"where as the proposed interchange at Highway 407, Centre Street and Dufferin Street has the potential to disrupt the adjacent residential area with traffic noise, interfere with the community feeling of the area and adversely affect the aesthetics of the area.

Where as the area is well served by the existing interchange at Dufferin Street.

Where as the community does not perceive a benefit from the construction of the interchange of Centre Street and in fact many area residents are strongly opposed to an interchange at these locations; and

Now therefore the Council of the City of Vaughan resolves that the Ministry of Transport/ETR be requested to remove any plans for the construction of an interchange at Highway 407 and Centre/Dufferin Streets from its program for future development of the Highway 407."

Consultation to-date indicates that the public does not support the construction of the interchange. Dufferin Centre Street Study page 13

**E). Problem to the above answer from the City Council of Vaughan:**

The statement of August 25 2003 is in direct contradiction to the statements made in the "City of Vaughan Concord Go Centre Secondary Plan" dated May 29, 2015 paragraph 4.2.16 which states:

4.2.16 The potential construction of a Highway 407 ETR partial interchange at Centre Street, has been supported by both the Region and City. Until a decision to proceed with this project is approved by MTO - 407 ETR, lands in the Secondary Plan area shall be protected. Under the terms of the Concession and Ground Lease Agreement (CGLA) between MTO and 407ETR, the construction of the Centre Street interchange has been deferred until 2020, and the MTO is responsible for acquiring and protecting the lands necessary for a full interchange at 407 ETR é Centre Street. The CGLA does not recognize a partial interchange at this location and until MTO and 407 ETR undertake a new study in 2015 to determine the technical and financial viability of whether the construction of the interchange should be further deferred, the secondary plan should continue to protect for the full interchange. Notwithstanding the study to be in 2015, MTO cannot compel 407 ETR to construct prior to 2020."

**As a community member do we know where the City of Vaughan stands?**

**F). Since the Study will be placed on hold I would like to propose a few amendments:**

Amendments to the Dufferin Centre Street Study:

1).

12.XX.4.2. should include in the Sustain Development Report the following:

- a). A Noise study of the increase in traffic of the area caused by the volume of traffic caused by increasing the density of the area and in the event that the MTO – 407 ETR continue to build the long four to six lane ramps and the four to six lane bridges (going over Dufferin Street) required for the 407 ETR interchange to Dufferin Centre Streets. Noise pollution affects both health and behavior. Unwanted sound (noise) can damage psychological health, can cause hypertension, high stress levels, tinnitus, hearing loss, sleep disturbances, and other harmful effects especially when the ramps and bridges are next to your backyards,
- b). An Air Quality study of the increase in traffic of the area by the increase in the traffic caused by the increase in density from mid-rise and Low-rise Mixed use zoning and in the event that the MTO – 407 ETR continue to build the long four to six lane ramps and the four to six lane bridges (going over Dufferin Street) required for the 407 ETR interchange to Dufferin Centre Streets. Vehicle Exhaust (Air Pollution) can cause headaches, nausea, and allergic reactions in short term exposure and in the event of long term exposure can aggravate the medical conditions of individuals with asthma and emphysema, chronic respiratory disease, lung cancer, heart disease, cancer, and even damage to the brain, nerves, liver, or kidneys plus other harmful effects especially when the ramps and bridges are next to your backyards.
- c). A Wind and meteorological study with analysis of the area before any decision is made for the purposes of pedestrians, traffic and the movement of the pollution in the air.

G).

12.XX.6

Major analysis of the Fisherville Creek, flood plain, and Channel which flow through the area in question where in 2006 Centre Street a sink hole appeared after a major rain storm in the area to be completed before this Study is released. Also an sink appeared in the middle of the intersection of Concord Road and Lawrie Road. (this is the second time this has happened in the area)

For the reasons above I recommend that the Dufferin Street and Centre Street Intersection Land use study (P2017.9 File 26.6) be placed on Hold.

If you have any questions or members of the study committee want to talk to myself please don't hesitate to contact me

At the above email address [REDACTED]

Thank you and looking forward to see the right direction for the Dufferin Street and Centre Street Improvements.

John Kucharczuk