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STEVEN C. FOSTER B.A. L.L.B.
THOMAS M. ARNOLD B.Com. L.L.B.



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www.arnold-foster.com

June 14, 2016

Town of Caledon
6311 Old Church Road
Caledon, Ontario
L7C 1J6

Attention: Kant Chawla MP/ig, MCIP, RPP
Senior Transportation Planner, Community Services Department

Dear Sir/Madame:

Re: Brampton Christian School - 12480 Hutchinson Farm Lane
Re: Mayfield West Phase 2 Transportation Master Plan

We are the solicitors for Brampton Christian School ("BCS") who have owned the above property since 1976. Currently the access to our client's property is provided via Hutchinson Farm Lane. It is unclear how the Transportation Master Plan ensures this access is maintained in the future.

In order to ensure that adequate access is provided to our client's property for both current and future uses, we are requesting consideration of the following:

1. Provision of a direct full movement signalized intersection with Highway #10; or,
2. Maintain Hutchinson Farm Lane and extend it as a 'service' road through to an appropriate signalized intersection with Street 'A' to the west of Highway # 10. We have illustrated such an extension in red on the attached sketch.

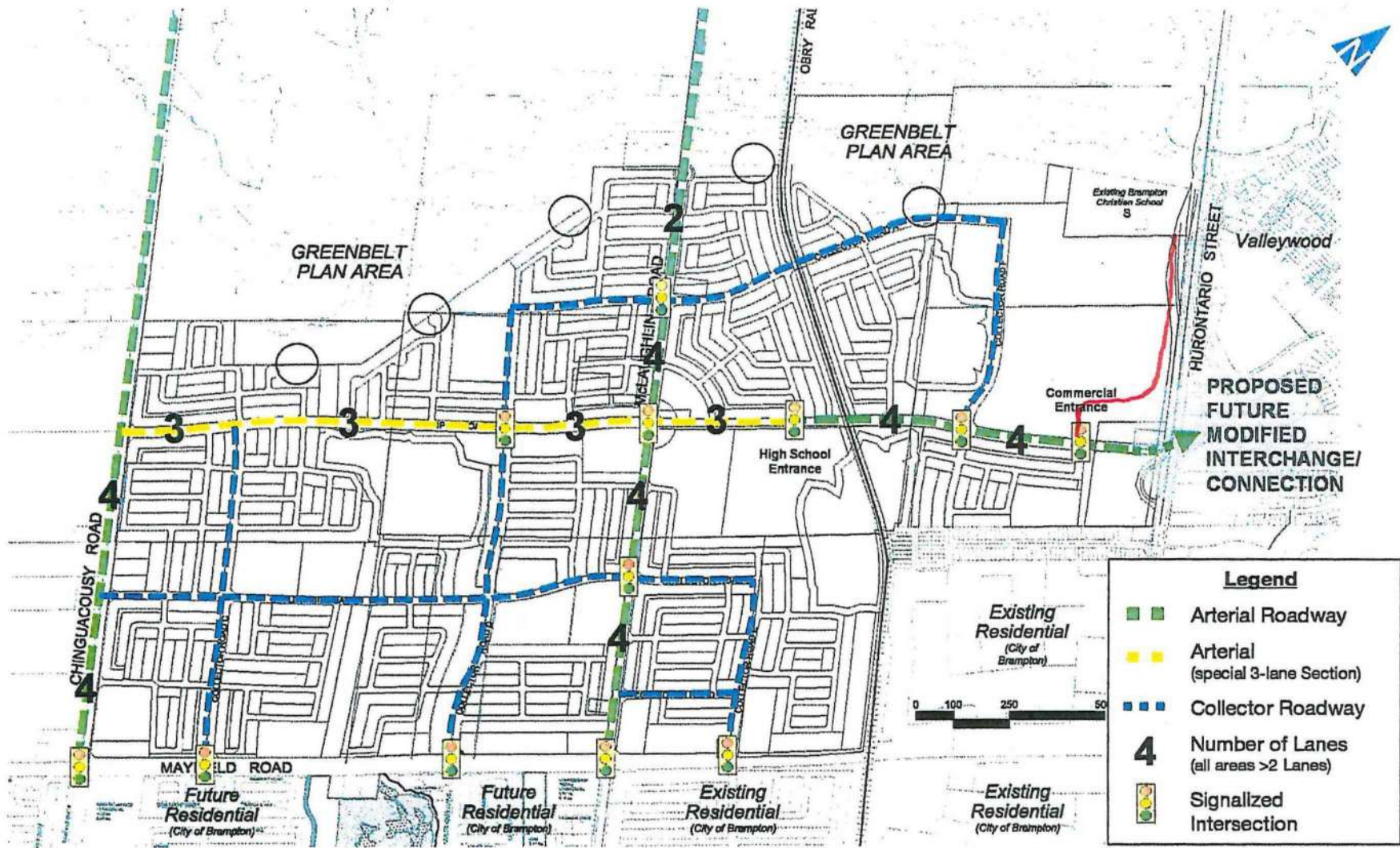
We look forward to hearing from you on this matter and our client and myself are available at any time to discuss this issue. Please provide us notice of any meeting at which this Transportation Master Plan may be discussed.

Yours truly,

ARNOLD, FOSTER LLP

Herbert T. Arnold
HTA/ac





Recommended Road Network Plan

Mayfield West Phase 2 Secondary Plan Transportation Master Plan
101380P

Figure E.1

Dearlove, Heather

From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: October-11-16 8:48 AM
To: [REDACTED]
Cc: david.sinke@amecfw.ca; Stahl, Jason; Dearlove, Heather
Subject: RE: EA for widening of McLaughlin and new east-west Spine Road

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you [REDACTED] your interest in the study. We will add you to the contact list and will keep you apprised as the project progresses.

Regards,
Kant

Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Policy & Sustainability Division
Community Services Department

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

905-584-2272 x 4293
www.caledon.ca

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

From: [REDACTED]
Sent: Friday, October 07, 2016 1:31 PM
To: Kant Chawla
Cc: david.sinke@amecfw.ca
Subject: EA for widening of McLaughlin and new east-west Spine Road

Hi Kant, David,

Please add me to the contact list for the above noted project EA.

I am a local resident to the project area. I am also the Acting Director of Works Operations and Maintenance at the City of Mississauga so hopefully I can add some value to the project planning.

My initial comments for consideration are in regard to the proposed intersection at Hurontario Street. Configuration of this intersection will definitely be a challenge. With the recently completed MTO works drivers coming south from Valleywood who wish to make a right at Collingwood have a very short opportunity to merge over to make the right turn. The challenge is that there are vehicles southbound on Hurontario who are exiting prior to the hwy 410 so that

they can remain southbound on Hurontario as well as many buses and vehicles trying to exit the Hutchison Farm Lane. I look forward to seeing your options in dealing with this intersection and all of the related traffics movements.

Thanks



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November 22, 2016

Ms Jennifer Welosky
Legislative Assistant
Clerk's Legislative Services



STATEMENT TO THE RECORD REGARDING CALEDON STAFF REPORT 2106-137 RE: GTAWC

IN PRINCIPLE, THE VALLEYWOOD RESIDENT ASSOCIATION SUPPORTS REOPENING THE GTAW CORRIDOR TOPIC IN ORDER TO RESOLVE DOCUMENTED FIRE & EMERGENCY SERVICE(S) RESPONSE PROBLEMS RESULTING FROM THE CURRENT DESIGN REQUIREMENTS & INSTALLATION OF THE 410/VALLEYWOOD INTERCHANGE.

As stakeholders in this equation regarding Mayfield West Secondary Plan Phase II, The Valleywood Resident Association (VRA) submits the following perspectives for consideration by any decision makers involved at any level of Government regarding the GTA West Corridor Design Discussion. We are speaking directly to what appears to be incomplete planning in regard to how additional Mayfield West Secondary Plan Phase II vehicular traffic will access development west of Hwy #10 using the Valleywood/410 Interchange and how we believe there may be a solution.

EXISTING 410/VALLEYWOOD INTERCHANGE OVERVIEW

- 1) The installation of the current 410 interchange at Valleywood downgraded the pre-existing Fire & Emergency Services located within Valleywood to a single lane in and out of Valleywood. Most precisely, the concrete lane divider mandated by MTO policy eliminated Valleywood's second access/egress, leaving only one lane in & out.
- 2) In addition, when the 410/Valleywood interchange was built, it eliminated the redundancy route options for both the 410 & Hwy#10. As such, when a problem occurs at the interchange, both Hwy #10 & the 410 become disabled & ALL northbound traffic is forced into the Valleywood community which has only the one access/egress. This further exacerbates response capabilities of Fire & Emergency Services located within Valleywood.
- 3) The resultant isolation of Fire & Emergency Services located **within** Valleywood is equally an isolation of the same infrastructure to its target service response area **outside** of Valleywood which includes Southfields and will soon include Mayfield West , west of Hwy #10
- 4) Ultimately, full and reasonable accessibility **was** not problematic **when more roads** came to the Valleywood area, but rather, full and reasonable accessibility became problematic **when the type of road** which requires the concrete divider was put in the pre-existing Valleywood area .

Therefore, it is reasonable to conclude that if the roads near the Valleywood area were municipal & Regional arterial roads without an Inter-Provincial Highway in the mix;

continued

- a) A secondary access/egress could be re-established because the concrete lane divider would not be necessary; nor would (hyper) redundant additional Fire & Emergency Services Infrastructure be required to make up for the Valleywood problem.
- b) The existing Valleywood Fire & Emergency Services would again become effective because of the reinstated secondary access/egress at Snelcrest & Hwy #10.
- c) By default, typical redundancy route options would also reappear for use when needed.

What if the 410 extension transitionally terminated just before Valleywood instead of at Valleywood?

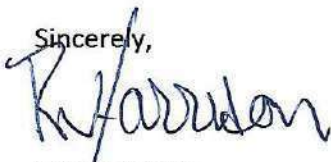
SUMMARY

Based on the above mentioned existing design shortcomings and the expectation that all Ontarians are entitled to reasonable Fire & Emergency Services, the position of the Valleywood Resident Association would be to have the roadway between the Heartlake Rd & Kennedy Rd overpasses be deemed transitional from Inter-Provincial Highway to Regional Arterial Roadway designation when travelling westbound, and opposite when traveling eastbound.

The Valleywood Resident Association also feels that this change integrates well with the Mayfield West Secondday Plan Phase II timelines and is supportable as a temporary measure until the MTO, with the support of MMAH, conclude the reroute options and construction of a more direct northward reroute is completed.

In closing, the Valleywood Resident Association applauds the MTO team as well as the MMAH for continued exploration, in earnest, of alternative northward connectivity options between the 410 and the proposed GTAW Corridor .

Thank you for providing this forum for discussion.

Sincerely,

Rob Harrison

Director
Valleywood Resident Association
c/o 65 Brookstone Court
Caledon, Ontario
L7C 1C9
Cell Direct 647.225.5762 (647 CALL-ROB)

Cc: Premier Kathleen Wynne
Nancy DiNardo President, Valleywood Resident Association
Kathryn Lockyer Director of Clerks & Regional Clerk
MTO & MMAH

From: Sinke, David
Sent: Monday, December 05, 2016 12:35 PM
To: Dearlove, Heather
Cc: Stahl, Jason; Smith, Neal
Subject: FW: Class Environmental Assessment
Attachments: Notice of Commencement - Published Sep 22 2016.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Heather, For record

From: Kant Chawla [mailto:Kant.Chawla@caledon.ca]
Sent: Monday, December 05, 2016 11:28 AM
To: Ursula McMurdo <ursula.mcmurdo@caledon.ca>
Cc: Judy Bang <Judy.Bang@caledon.ca>; Haiqing Xu <Haiqing.Xu@caledon.ca>; Stahl, Jason <Jason.Stahl@amecfw.com>; Sinke, David <David.Sinke@amecfw.com>
Subject: RE: Class Environmental Assessment

Hello Ursula, my response :

We are conducting the Municipal Class Environmental Assessment (EA) study for the widening of McLaughlin and construction of the new East-West Spine Road from Hurontario Street to Chinguacousy Road. The EA study process undertaken by the Town will follow the Ontario Environmental Assessment Act. The study will generate various alignment alternatives for Spine Road to determine and recommend the actual alignment of the new road and its connection with the Hurontario St./410 Interchange. The Notice of Study Commencement is attached for your perusal. Please note that your property lies within the study area.

Regards,
Kant

Kant Chawla, MPIg, MCIP, RPP
Senior Transportation Planner
Policy & Sustainability Division
Community Services Department

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

905-584-2272 x 4293
www.caledon.ca

From: Ursula McMurdo
Sent: Monday, December 05, 2016 11:10 AM
To: Kant Chawla
Subject: FW: Class Environmental Assessment

Could you please respond to this.

Thanks, Ursula

From: [REDACTED]
Sent: Monday, December 05, 2016 10:00 AM
To: Ursula McMurdo
Subject: Class Environmental Assessment

Re: Class Environmental Assessment
Widening of McLaughlin Rd. / East/West Spine Road
Part Lot 19, Concession 1 WHS (Ching)
12272 Hutchinson Farm Lane

Dear Ursula McMurdo,

We received your "Permission to Enter" form for 12272 Hutchinson Farm Lane. Your letter indicates that our land is affected by the above work. Could you please clarify how our land is involved in "The Works", and where will the spine road be located?

Thank you,

[REDACTED]

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Hi There!!!!

Thank you for your interest in the 410/Valleywood Interchange Public Information Center (PIC) being held at the Margaret Dunn Library on Thursday July 5, 2018 from 5:00PM until 8:30PM

In order to provide you with reasonable knowledge beforehand, The Valleywood Resident Association (VRA) has assembled a TOP 5 list of concerns with the existing design generated through our experience on the topic since 2004.

Each concern has been explained separately in deeper detail should you enjoy more knowledge the topics.

Please consider attending the PIC and having your say on these & all other things regarding the current & projected design(s) to the staff present. Please also feel free to bring the list with you to ask questions about as well as adding your own!

We look forward to seeing you there!

Sincerely,

Nancy Dinardo

President: Valleywood Resident Association

Rob Harrison

Director: Infrastructure

A handwritten signature in black ink, appearing to read 'Rob Harrison', is written over the printed name and title.

Valleywood Resident Association

TOP 5 410/VALLEYWOOD INTERCHANGE CONCERNS

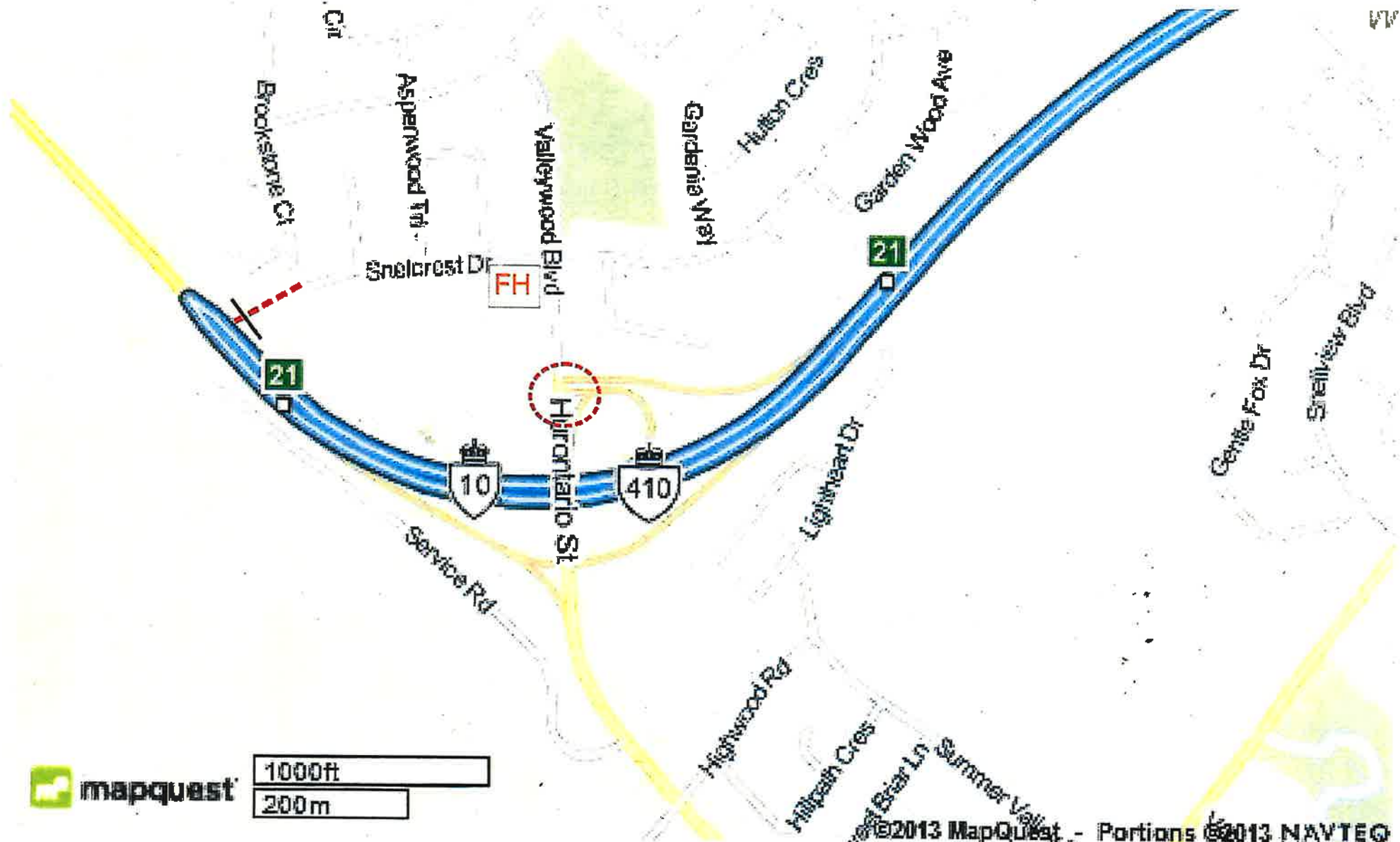
#5- UNABLE TO HANDLE EXISTING TRAFFIC VOLUMES

#4- EMERGENCY DETOUR ROUTE (EDR) FAIL

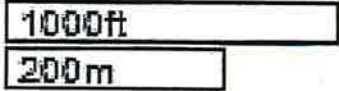
#3- CONCRETE DIVIDER PROHIBITIVE DURING EMERGENCIES

#2- "SECONDARY" SNELCREST ACCESS/EGRESS

#1- FIREHAL ACCESS/EGRESS DEEMED "CHALLENGING" BY CHIEF IN 2011



mapquest



Legend Items Added to Map

 18 Foot Wide Lane With Locked Gate

 Fire Hall

 Intersection of Concern

TOP 5 PROBLEMS WITH VALLEYWOOD INTERCHANGE

5: TRAFFIC VOLUMES, CURRENT & PROJECTED

- a) Current traffic volumes routinely stack dead traffic backwards past bull-nose into live lanes.
- b) Single left turn lane southbound over bridge cannot be exhaust off-ramp queue fast enough
- c) Single left turn lane southbound over bridge cannot be turned into a double left turn due to bridge width when requiring enough emergency passage space for Fire & Emergency Services
- d) Signal lights would paralyze access to & from Valleywood Fire & Emergency Services.
- e) Above listed problems exist without the additional projected traffic for Mayfield West Secondary Plan Phase II (or other developments to come)

TOP 5 PROBLEMS WITH VALLEYWOOD INTERCHANGE

#4: EMERGENCY DETOUR ROUTE (EDR) FAIL

- a) Hurontario/Main northbound EDR signage for 410 is a FULL FAIL as the drivers have no awareness that they are driving into a point of no return when they cross north of Mayfield.
- b) In these situations, driving trucks & transports on Hurontario northbound past Mayfield immediately precludes truck/transport traffic from making a legal turn around or detour.
- c) **ALL** Hurontario traffic is now forced single lane into, around & back out of Valleywood (*aka-Valleywood Parade*).
- d) The resultant southbound Hurontario overload makes southbound dead by overloading insufficient left turn capabilities of the Mayfield intersection eastbound.
- e) Now think, Ambulances, Fire trucks, Volunteers, all being needed as primary or even secondary responders to whatever was the cause of the 410 shutdown in the first place.
- f) Now understand this complete traffic neutralization process can take place in less than 7 minutes.

TOP 5 PROBLEMS WITH VALLEYWOOD INTERCHANGE

3: 410 CONCRETE DIVIDER/ BOUNDARY

When Valleywood's single lane access is blocked, it makes sense that the only other access for emergency equipment & support staff may be southbound Hwy#10. This is a problem because the specification for a "controlled access, divided highway" under the King's Highway & Traffic Act must include a divider. In our case this is the concrete barrier between northbound & southbound lanes.

- a) Southbound emergency staff cannot turn left into the gated Snelcrest because the concrete divider is between themselves and the locked gate They are not even supposed to stop because it could cause an accident for southbound traffic
- b) The other option to get to the locked gate when travelling southbound on Hwy#10 would also be illegal as it involves traveling southbound in the northbound lanes in order to not be affected by the concrete boundary.....One can only imagine the surprise of the 410 northbound drivers as they come around the curve to see southbound vehicles coming at them!
- c) Before someone thinks there would be no problem if both north & southbound lanes shut be shut down first, remember, this is an emergency.... in order to avoid legal liability against the emergency providers, this would require: i) primary police presence to determine the need, ii) police would need permission, then iii) the shut down could begin.... There is no way the extra time required would be within acceptable provincial response time guidelines or expectations.
- d) Now let's talk about a blocked Valleywood overpass causing the need for an ambulance to exit southbound out of Valleywood via the Snelcrest gated exit...Impossible to turn south....Go north until a U-turn is made at the end of the concrete boundary....Has permission been granted.... Has the highway be closed in both directions? Or do we continue to say "the need has never arisen"

TOP 5 PROBLEMS WITH VALLEYWOOD INTERCHANGE

2: THE "SECONDARY" (SNELCREST) ACCESS/ EGRESS

- a) We have been told the Snelcrest exit is not a true fire access/egress for the community but rather a building easement designed for perimeter passage of fire trucks when a building is on fire. It is not even part of Snelcrest Road. It is 18 feet wide. Snelcrest is 44 feet wide.
- b) The gate often does not get snow plowed.... It is locked at all times by order of the MTO.....
- c) When MTO permission is granted, a key or bolt cutters are required costing significant emergency seconds & minutes.
- d) The concrete boundary between the lanes interferes with required passage of emergency staff &/or equipment needing to arrive or exit in north or south directions.

TOP 5 PROBLEMS WITH VALLEYWOOD INTERCHANGE

1:

FIREHALL ACCESS/EGRESS DEEMED "CHALLENGING" BY FIRE CHIEF IN 2011

- a) When the VRA successfully challenged the Smart Centres Plaza, (OMB Case #PL110883 January 14, 2013) it did so in part by citing the following excerpt from DP-2011-060, Page 15, 3rd paragraph- Fire & Emergency Services, "The Town's Fire Chief (says) that access to and egress from the Valleywood fire station is already challenging due to traffic volumes and the single access route to the fire station."
- b) Notice the words "single access" as well as "traffic volumes" were used by the Town's own expert in his testimony to the record!; Further is the fact that traffic volumes were those of 2011!..Further still is the fact that no homes were approved for building in 2011 as compared to the approvals already given in 2018!

FIELDGATE DEVELOPMENTS

5400 Yonge Street, Suite 501
Toronto, ON M2N 5R5
Tel: (416) 227-9005
Fax: (416) 227-9007

Town of Caledon
6311 Old Church Road
Caledon, ON.
L7C 1J6

July 26, 2018

Attention: Mr. Kant Chawla, Sr. Transportation Planner

Dear Mr. Chawla

**RE: Municipal Class Environmental Assessment (MCEA) for Widening of McLaughlin Road
and Construction of a new East-West Spine Road (MW2)**

We are writing on behalf of Caledon 410 Developments Limited (Caledon 410), the owners of 12290 Hurontario Street, in the Town of Caledon. This property is part of the Mayfield West Phase 2 Secondary Plan, and Caledon 410 is an active landowner within the Mayfield Station Landowners Group.

The purpose of this letter is to formally provide comments on the above captioned MCEA process, following the July 5th Public Information Centre (PIC). Caledon 410 is a stakeholder significantly affected by this undertaking since its lands immediately abut Hurontario Street, Highway 410, and they accommodate a portion of the East-West Spine Road.

As we have communicated to you during meetings and conversations related to the MCEA process, we have concerns with what was presented at the PIC as the *recommended design alternative* for the interchange modifications associated with the Spine Road/Hurontario Street intersection. Specifically our concern is that the recommended alternative requires a significant taking of land in this vicinity, including parts of Caledon 410's land. We acknowledge that the design in this area has been highlighted for further review and that efforts are being made to find a design solution that can be accommodated within the existing rights-of-way. We have scheduled a meeting with Town staff and Wood PLC to discuss the matter further and we remain optimistic that an acceptable design solution can be achieved and become the preferred design alternative for the MCEA process.

Since MTO completed its EA for the Highway 410 Extension in 1993, it has been understood that reconfiguration of the existing Highway 410 Interchange (as is currently being contemplated), would be necessary and that lands were taken such that these changes could be accommodated on now-existing MTO landholdings in and around the interchange area. From a technical perspective, we continue to believe the design as depicted in Appendix T, Scheme 3 of the 1993 Highway 410 Extension EA can be achieved in MTO's existing right-of-way and additional lands are not required.

We trust our ongoing discussions will provide a resolution to this issue and we will continue to work with you to find a positive outcome for the Spine Road design and the MCEA process as a whole.

Sincerely,

A handwritten signature in black ink, appearing to read "M Samardzic".

Mara Samardzic, MCIP, RPP
Project Manager
Fieldgate Developments

Cc: Sylvia Kirkwood, Manager of Policy & Sustainability, Town of Caledon
David Sinke, Principal, Transportation Engineering, Wood PLC

From: Shams, Aniqa
Sent: Tuesday, June 26, 2018 12:44 PM
To: [REDACTED]
Cc: Stahl, Jason (jason.stahl@woodplc.com); Kant Chawla
Subject: RE: Municipal class environment assessment for Mayfield west phase 2.
Attachments: Notice of Study Amendment (final).pdf

Hello [REDACTED]

Please find attached the Notice of Public Information Centre.

We hope to see you there!

Aniq Shams, B.E.S.

Junior Environmental Planner
160 Traders Blvd E., Suite 110
Mississauga, ON L4Z 3K7
Office: +1 (905) 568-2929 ext. 4149
www.woodplc.com



From: Kant Chawla [mailto:Kant.Chawla@caledon.ca]
Sent: Tuesday, June 26, 2018 8:31 AM
To: [REDACTED]
Cc: Stahl, Jason (jason.stahl@woodplc.com) <jason.stahl@woodplc.com>; Shams, Aniq (aniqa.shams@woodplc.com) <aniqa.shams@woodplc.com>
Subject: RE: Municipal class environment assessment for Mayfield west phase 2.
Importance: High

Thank you for your interest in the study. The town is scheduling the Public Information Centre on July 5th. By way of copy this email, I am requesting Jason/ Aniq to send you the notice of PIC.

Regards,
Kant

Kant Chawla, MPIg, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: [REDACTED]

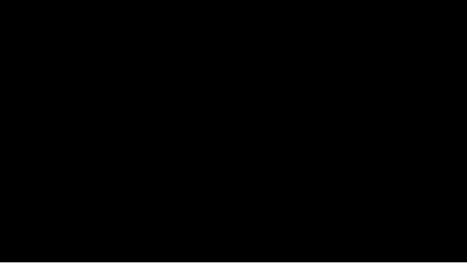
Sent: Monday, June 25, 2018 5:41 PM

To: Kant Chawla

Subject: Municipal class environment assessment for Mayfield west phase 2.

ATTENTION Kant Chawala:

PLEASE include us on the list to send any new or more information regarding this class environment assessment (EA) for the widening of McLaughlin road from Mayfield road northerly approx. 1700 metres and the construction of the new east west Spine Road from Hurontario Street to Chinguacousy Road. This issued Sept 22, 2016.



Thank you.

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NOTICE OF PUBLIC INFORMATION CENTRE AND NOTICE OF STUDY AREA REVISIONS

**Municipal Class Environmental Assessment for
Widening of McLaughlin Road and Construction of new East-West Spine Road
(Mayfield West Phase 2)**

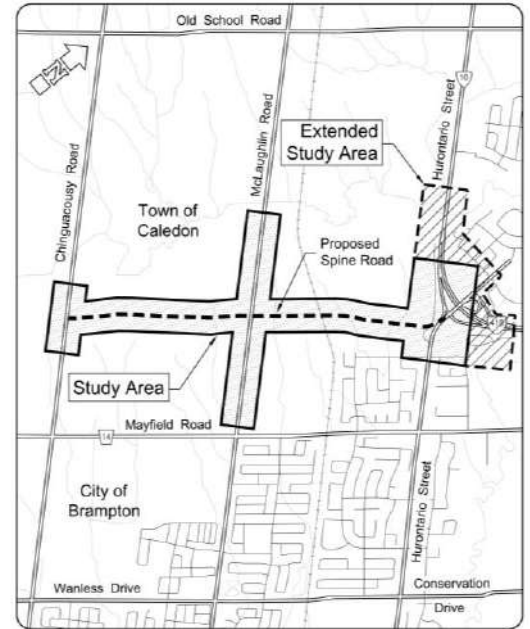
The Study

In September 2016, the Town of Caledon initiated a Class Environmental Assessment (EA) for the widening of McLaughlin Road from Mayfield Road northerly approximately 1700 metres and the construction of the new east-west Spine Road from Hurontario Street to Chinguacousy Road. The notice of study commencement was issued on September 22, 2016.

Based on input provided by key stakeholders, the study area has been extended to include the Highway 410 interchange with Hurontario Street/Valleywood Boulevard. Modifications to the interchange are necessary to maintain and accommodate the operation of the proposed Spine Road intersection with Hurontario Street/Highway 410 and the projected traffic volumes in the area.

The approximate limit of the original and extended study area is illustrated on the key plan.

The requirement for the EA Study has been triggered by the network requirements set out in the approved Mayfield West Phase 2 Transportation Master Plan (MW2-TMP) which fulfilled the requirements of Phases 1 and 2 of the Municipal Class EA process. The Town is proceeding with Phases 3 and 4 of the Municipal Class EA process. The MW2-TMP was a comprehensive transportation strategy accommodating both vehicular traffic and provisions for the pedestrian/cyclist communities.



The Process

The study is being conducted in accordance with the requirements for Schedule “C” projects as outlined in the Municipal Engineers Association’s Municipal Class Environmental Assessment (EA) document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

The Class EA process has included public and agency consultation, an evaluation of road improvement alternatives, an assessment of the potential environmental effects of the proposed improvements and identification of reasonable measures to mitigate any adverse impacts. Evaluation of alternative designs for the widening of McLaughlin Road and construction of the East-West Spine Road and the potential environmental effects within the extended study area, including additional input from the agencies has been completed and the results of the studies will be presented at the Public Information Centre (PIC). The purpose of the PIC is to present various alternative designs and the preferred alternative, and to receive public comments. Representatives from the Town of Caledon and Wood will be present at the PIC to answer questions and discuss next steps in the study. The PIC will be held in an open house format, with no formal presentation and has been scheduled for:

Date and Time: Thursday, July 5, 2018, 5:00pm to 8:30pm
Location: Caledon Public Library - Margaret Dunn Valleywood Branch
 20 Snelcrest Drive, Caledon, ON L7C 1B5

Upon completion of the study, an Environmental Study Report will be submitted to the Ministry of the Environment and Climate Change and made available for public review for a period of 30 days. Subject to comments received and the receipt of necessary approvals, the Town intends to proceed with the detailed design and construction of this project.

Comments and Information

Comments and information regarding the study are being collected to assist the Town of Caledon in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and will be included in the Environmental Study Report. Anyone with an interest in this study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward all comments by July 26, 2018 to a project team member listed below.

For further information on this study or to provide comments, please contact one of the following project managers:

Kant Chawla, MPlg, MCIP, RPP
 Senior Transportation Planner
 Policy & Sustainability
 Community Services Department
 Town of Caledon
 6311 Old Church Road
 Caledon, ON L7C 1J6
 Tel : 905.584.2272 ext. 4293
 E-mail : kant.chawla@caledon.ca

David Sinke, P.Eng.
 Consultant Project Manager
 Wood Environment & Infrastructure Solutions
 3450 Harvester Road
 Suite 100
 Burlington, ON L7N 3W5
 Tel : 905.335.2353 ext. 3024
 E-mail : david.sinke@woodplc.com

From: Sinke, David
Sent: Thursday, July 05, 2018 8:18 AM
To: [REDACTED]
Cc: Stahl, Jason; Shams, Aniq
Subject: RE: Information

Hello [REDACTED]

Thanks for your email and your interest in this project. This is to confirm that we will be providing you with a copy of the presentation material from tonight's Public Information Center, following the PIC.

Regards,

David

David Sinke B. Eng. Mgt., P.Eng.
Principal, Transportation Engineering
3450 Harvester Road, Suite 100
Burlington ON L7N 3W5
Direct: 1 (905) 335-2353
Mobile: 1 (905) 630-5842
david.sinke@woodplc.com
www.woodplc.com

The logo for Wood, featuring the word "wood." in a stylized, lowercase, sans-serif font. The letters are dark blue with a textured, wood-grain-like pattern.

Amec Foster Wheeler and Wood Group are now Wood.
Please note my new email address.

From: [REDACTED]
Sent: Friday, June 29, 2018 2:06 PM
To: david.sinke@woodplc.com
Subject: FW: Information

Hi David,

Here you go had the wrong address.

Happy Canada Day

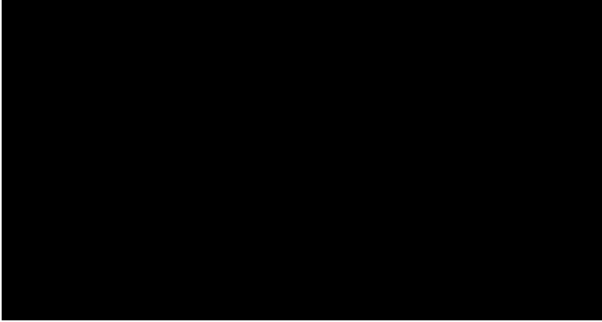
From: [REDACTED]
Sent: June-27-18 1:02 PM
To: 'David.sinke@woodpic.com'
Subject: Information

Hi David,

My name is [REDACTED] and I was speaking to you earlier today in regards to the proposed Mayfield

West Phase 2 expansion. As indicated any information you can forward me would be appreciated unfortunately I am out of town on July 5 and will not be able to attend the public meeting. Thanks again for the time and look forward to hearing back from you.

Yours truly



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wood.

Public Information Centre

Schedule "C" Municipal Class Environmental Assessment
Widening of McLaughlin Road and Construction of new East-West Spine
Road (Mayfield West Phase 2)



Date: Thursday July 5th, 2018

Location: Caledon Public Library - Margaret Dunn Valleywood Branch
20 Snelcrest Drive, Caledon, ON L7C 1B5

Time: 5:00pm to 8:30pm

Purpose of this Public Information Centre

Tonight we invite you to....

Sign in and take a
comment sheet

Learn about the
Environmental
Assessment
Process

Review the work
completed to date

Learn about future
development and
traffic

Discover the
problems and
opportunities
being addressed

Ask questions,
provide insight,
give feedback

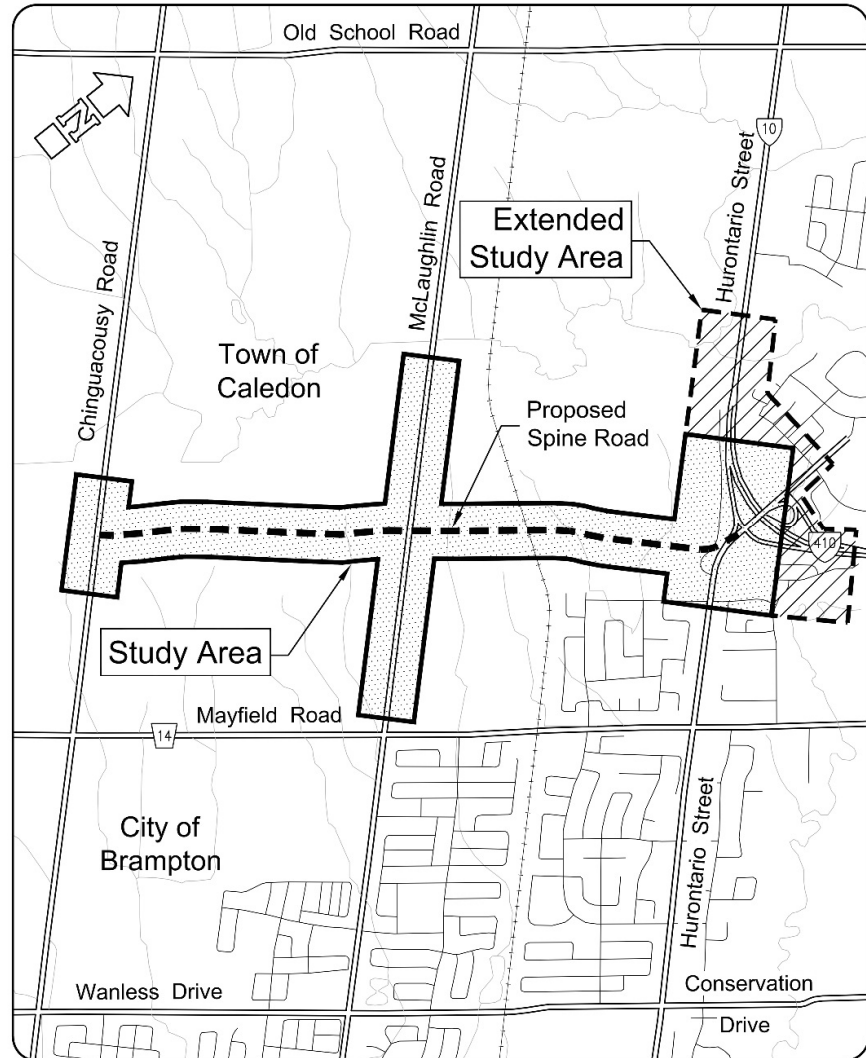
Find out where
the study is going
next...

Your feedback is
important and will be
considered and
incorporated in the
preferred alternative
selection process!



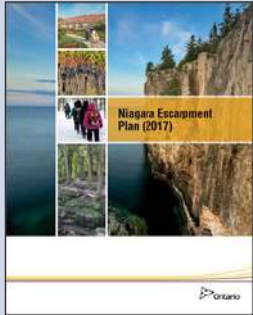

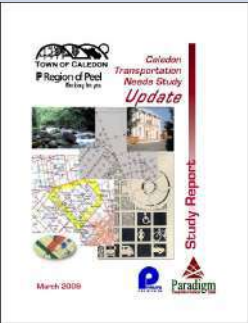
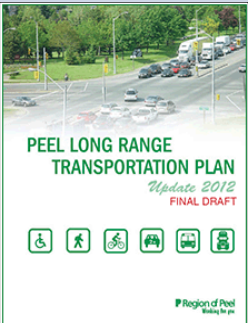
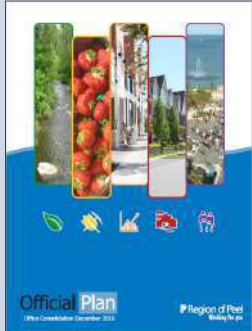
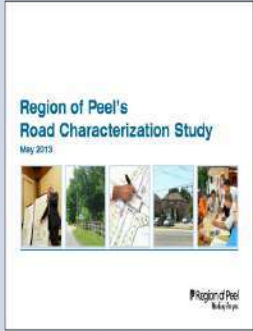
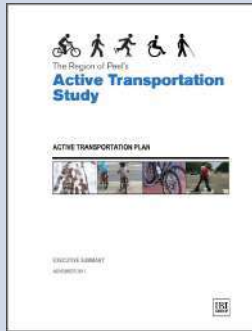
**Comment
Deadline is July
26, 2018**

Study Area

The study area includes McLaughlin Road from Mayfield Road northerly approximately 1700 metres and the new east-west Spine Road from Hurontario Street to Chinguacousy Road. The study area has recently been expanded to include the Highway 410 interchange with Hurontario Street / Valleywood Boulevard.



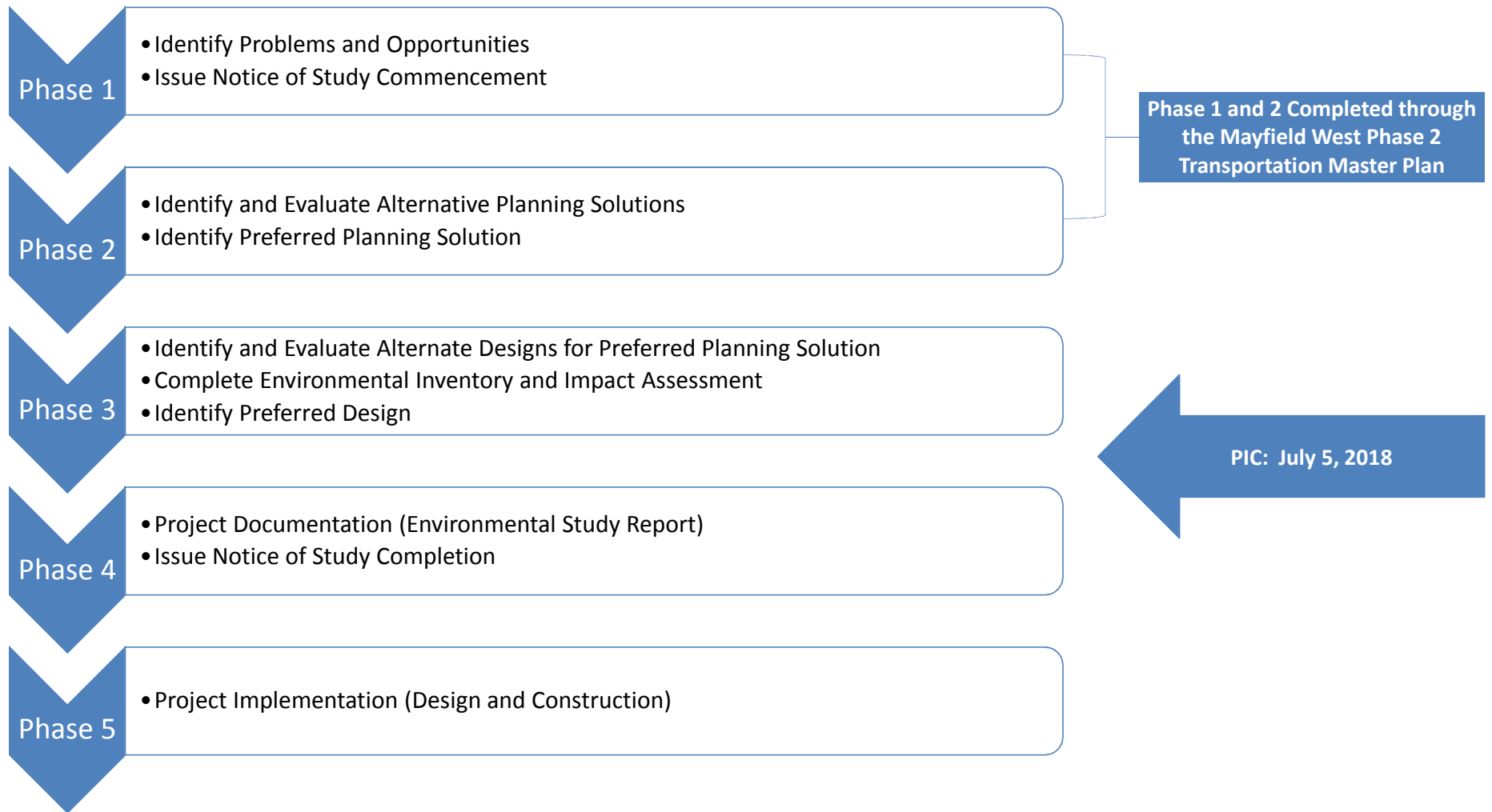
Planning and Policy Context

Description	Town of Caledon – Official Plan (2016)	Mayfield West Phase 2 – Secondary Plan Transportation Master Plan (2015)	Niagara Escarpment Plan (2017)	Places to Grow – Growth Plan for the Greater Golden Horseshoe (2017)
<p>The Provincial, Regional and Local policy documents relevant to the study</p>	 <p>The Official Plan provides direction to Council, municipal departments and the public regarding land use policies. Study area falls within the Mayfield West Land Use Plan.</p>	 <p>The Transportation Master Plan identifies strategic actions in order to meet the Town's future transportation needs in the Mayfield West Phase 2 area.</p>	 <p>The Niagara Escarpment Plan's purpose is to protect the Niagara Escarpment and the surrounding land.</p>	 <p>This document focuses on growth projections for the Greater Golden Horseshoe Area and provides guidance to manage development and land use patterns.</p>
<p>Caledon Transportation Needs Study Update (2009)</p>	<p>Region of Peel Long Range Transportation Plan (2012)</p>	<p>Region of Peel Official Plan (2016)</p>	<p>Region of Peel Road Characterization Study (2013)</p>	<p>Region of Peel Active Transportation Study (2011)</p>
 <p>This plan was a joint effort by the Region of Peel and the Town of Caledon in order to identify transportation improvements required to meet future traffic demand.</p>	 <p>This plan helps identify the possible transportation challenges faced by the Region over the next 20 years and the corresponding strategies.</p>	 <p>The Official Plan seeks to provide a long-term policy framework for the entire Region for decision making purposes.</p>	 <p>The purpose of this study is to analyze the different roadways in the Region in terms of usership, transportation options, health impacts and local context.</p>	 <p>The purpose of this document is to state the Regional goals in terms of active transportation and to recommend policies, guidelines and programs that will help meet those expectations.</p>



wood.

Class Environmental Assessment Process



Project Background

- Mayfield West Phase 2 (MW2) development is anticipated to accommodate 16,138 residents and 4,449 jobs.
- A new east-west arterial roadway known as the Spine Road was proposed in the MW2 Transportation Master Plan (MW2 TMP) to service the development.
- In addition, the need to widen McLaughlin Road to service the new development was identified by the MW2 TMP.
- In 2016, a Class EA study was initiated by the Town of Caledon to determine the specifics of the widening of McLaughlin Road and construction of the Spine Road.



Problem and Opportunity Statement

The problem and opportunity statement is as follows:

“The Mayfield West Phase 2 planning area currently lacks a transportation system that will be capable of accommodating anticipated future travel needs generated by the planned new community in an efficient, effective and sustainable manner.”

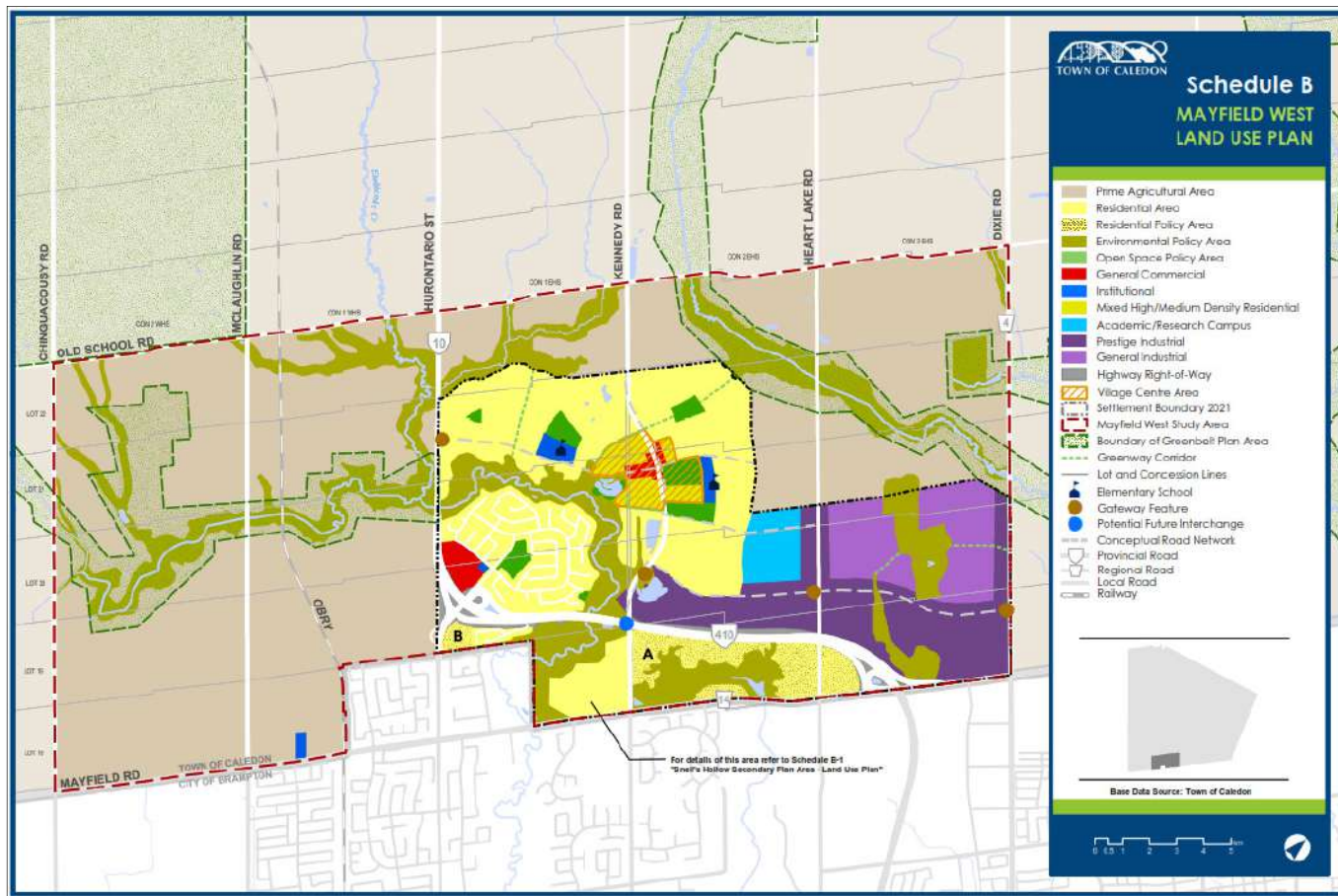
(Source: Mayfield West Phase 2 Transportation Master Plan)

The specific problems and opportunities to be addressed are as follows:

- Future traffic operations, safety, travel demand, transit and active transportation;
- Access to Provincial Freeway System (Highway 410);
- Geometric deficiencies;
- Pavement condition;
- Drainage deficiencies and opportunities for stormwater management, and
- Provision for future municipal services and utilities.

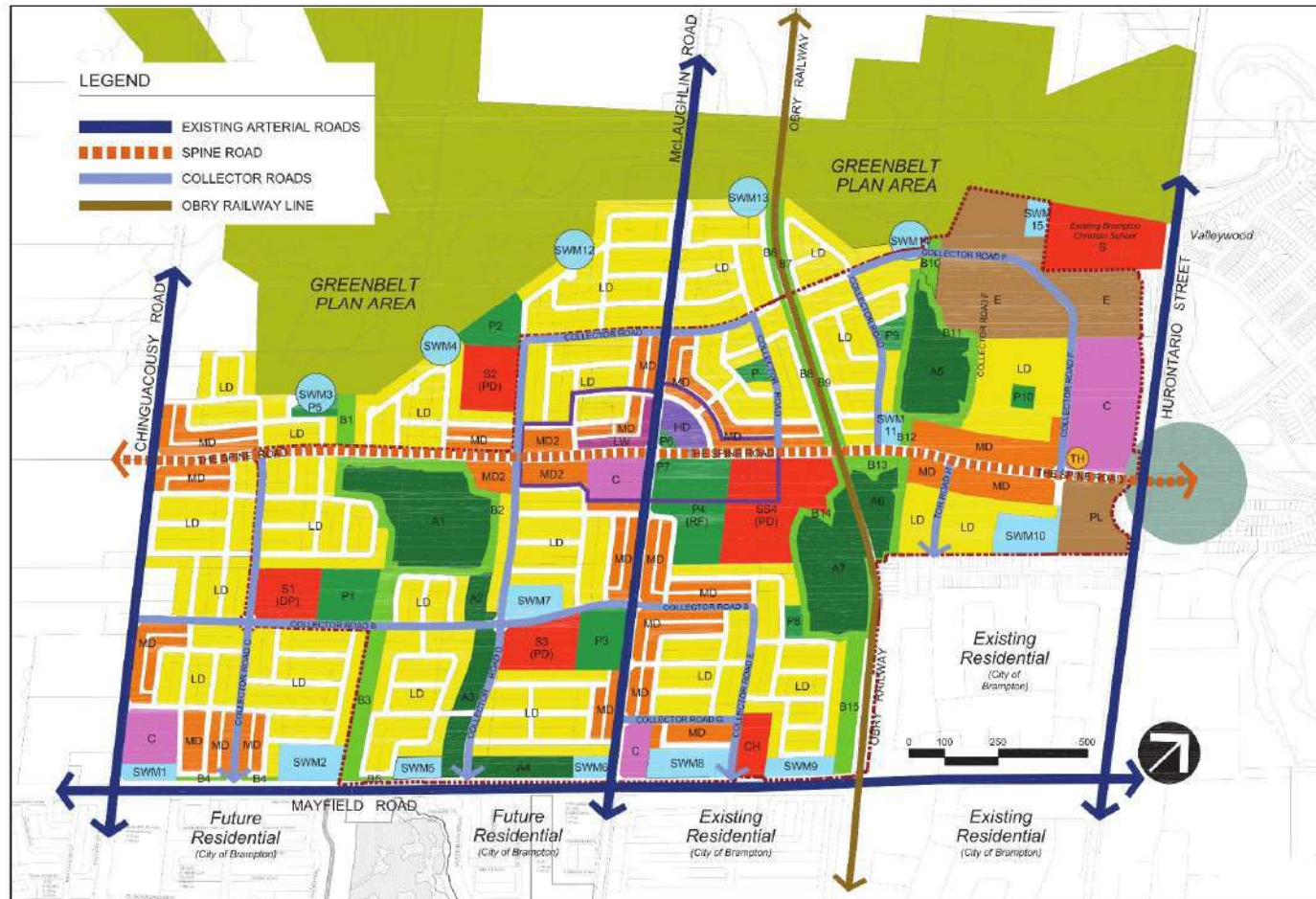
Existing Land Use

- The study area is currently surrounded by agricultural lands and mixed use developments
- Mayfield West is bounded by Chinguacousy Road, Old School Road, Dixie Road, and Mayfield Road
- Existing land use includes recreational, institutional, and details commercial areas



Future Land Use

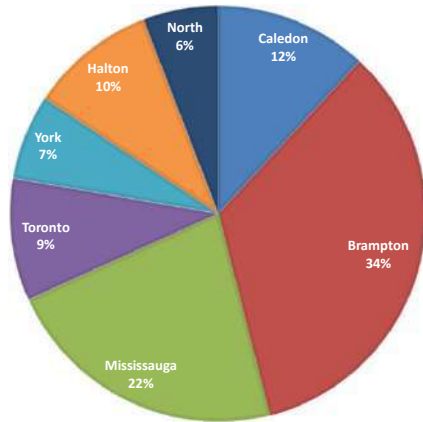
- Future land use consists of a mix of residential and commercial development
- Includes active transportation and public transit



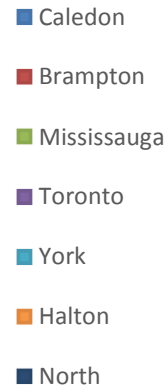
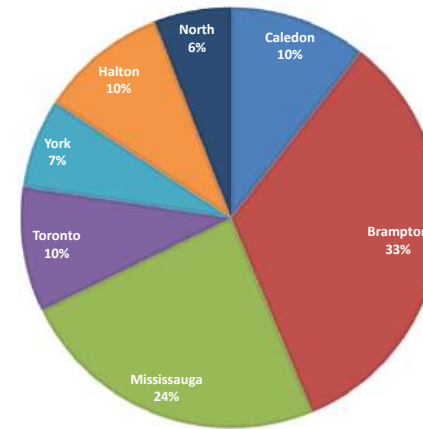
Future Traffic Conditions

- Based on the traffic assessment, approximately 53% (7,137) of the daily Mayfield West Phase 2 site trips (13,390) will use Spine Road to access the development, with the balance using McLaughlin Road, Chinguacousy Road, and Mayfield Road

TOTAL TRIPS PM



TOTAL TRIPS AM



Time Period	Total Trips Using Spine Road	Total Trips	
		Inbound	Outbound
AM Peak	3,171	1,377	1,794
PM Peak	3,966	2,181	1,785

Environmental Inventories

The following investigations and inventories have been completed as part of the Class EA:

Cultural Heritage Evaluation Report

Identifies properties having cultural heritage resource significance and provides recommendations.

Hydrogeological Assessment

Determines possible impact of the proposed construction on surrounding private well and groundwater.

Stormwater Management Report

Determines stormwater management techniques to be used and proposes drainage infrastructure.

Natural Environment Existing Conditions Report

Identifies aquatic and fish habitat, Species at Risk, significant natural areas found within the study area, and the recommended mitigation approach.

Cultural Heritage Evaluation Report

- Seven cultural heritage resources identified within the study area;
- Four of the listed built heritage properties will not be affected by the road works;
- Mature trees along the laneway for two listed properties will be impacted, and
- Orangeville Brampton Railway corridor will be impacted.

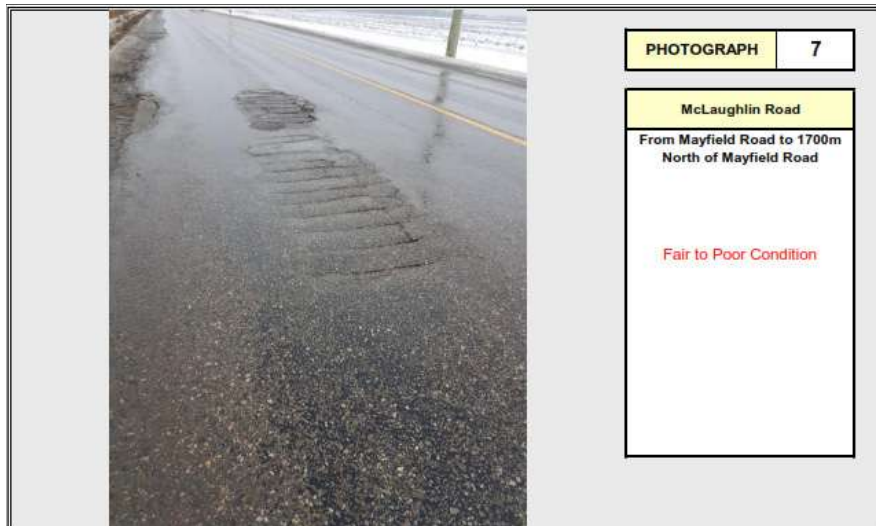
Recommendations

- Encroachment onto Orangeville Brampton Railway lands will be minimized in order to preserve the historic appearance of the railway corridor;
- Both laneways lined with trees will be protected from construction (i.e. fencing or tree hoarding);
- Standard road construction techniques will be used where possible, excluding all avoidable construction techniques (i.e. deep foundation work or piling) that could cause structural damage to heritage resources;
- All trees that cannot be saved will be replaced with large caliper nursery stock that are appropriate for roadside use (i.e. salt resistant), and
- Replacement trees will replicate as closely as possible the heritage appearance, assortment and placement of the current trees.

Geotechnical

- Based on the visual pavement condition survey, McLaughlin Road is in fair to poor condition
- The new pavement structure to facilitate widening of McLaughlin Road and construction of Spine Road is as follows:

Road	Hot Mix Asphalt	Granular Base	Granular Sub-base
McLaughlin Road	150mm	150mm	300mm
Spine Road	150mm	150mm	400mm

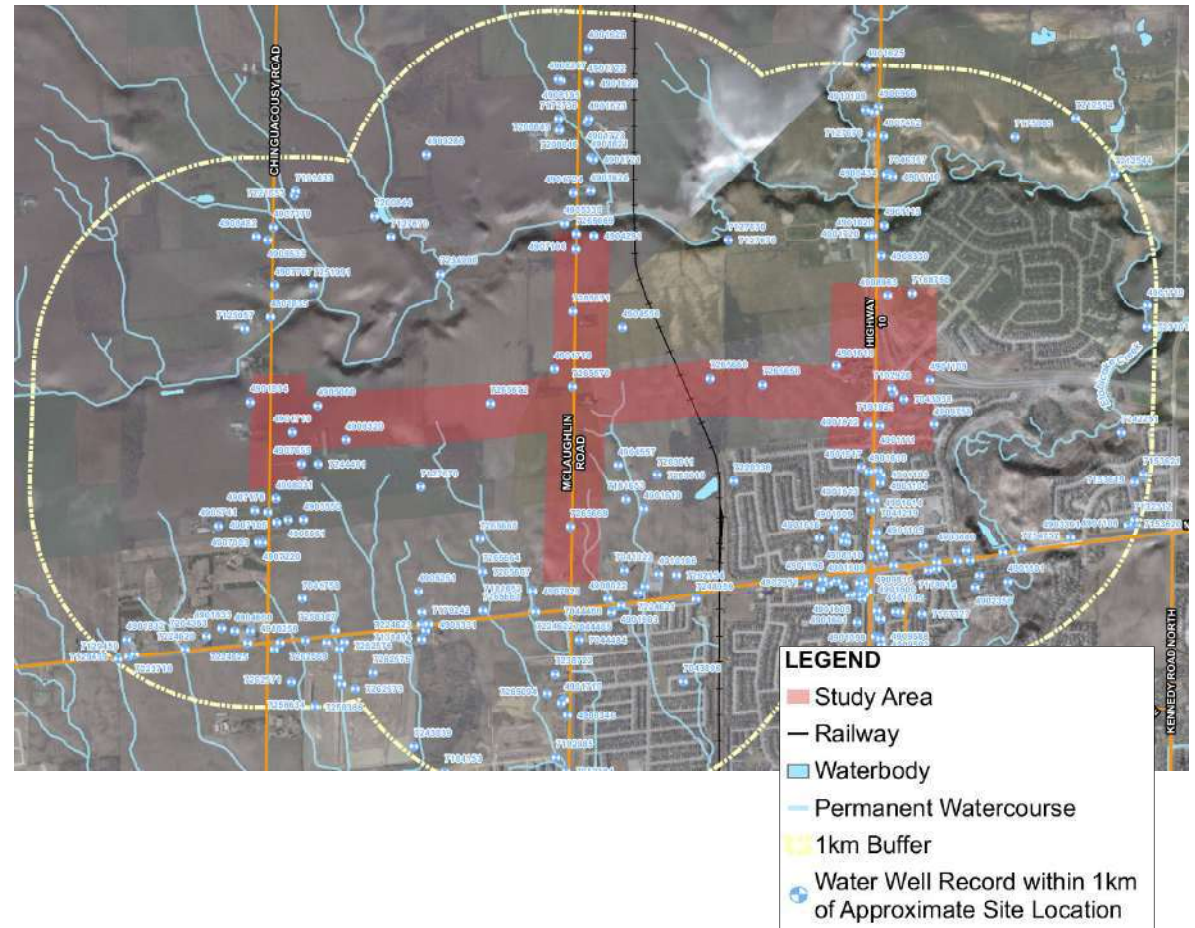


Hydrogeological Assessment

- No impact to surface water recharge is expected during the completion of construction activities.
- Private wells are not expected to be impacted by the construction activities.

Recommendations

- A well survey will be completed within a 500 m radius prior to construction to establish the number and condition of nearby active wells and the quality and quantity of the water produced by these wells.



Stormwater Management

- Stormwater management is required to mitigate impacts to stormwater quality, erosion, water balance, and flood potential;
- Segments of the Spine Road lie within drainage areas which contribute to sensitive aquatic habitat, and new stormwater infrastructure will continue to direct runoff to these areas;
- It is recommended that the stormwater management plan for the future expansion of McLaughlin Road and the Spine Road be incorporated into the drainage and stormwater management plan for the adjacent development areas in accordance with the various planning studies, and
- Low Impact Development Best Management Practices (LID BMPs) are recommended to mitigate thermal enrichment of storm runoff, as well as to manage water budget.

Low impact development (LID) is a stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. (U.S. EPA, 2007)

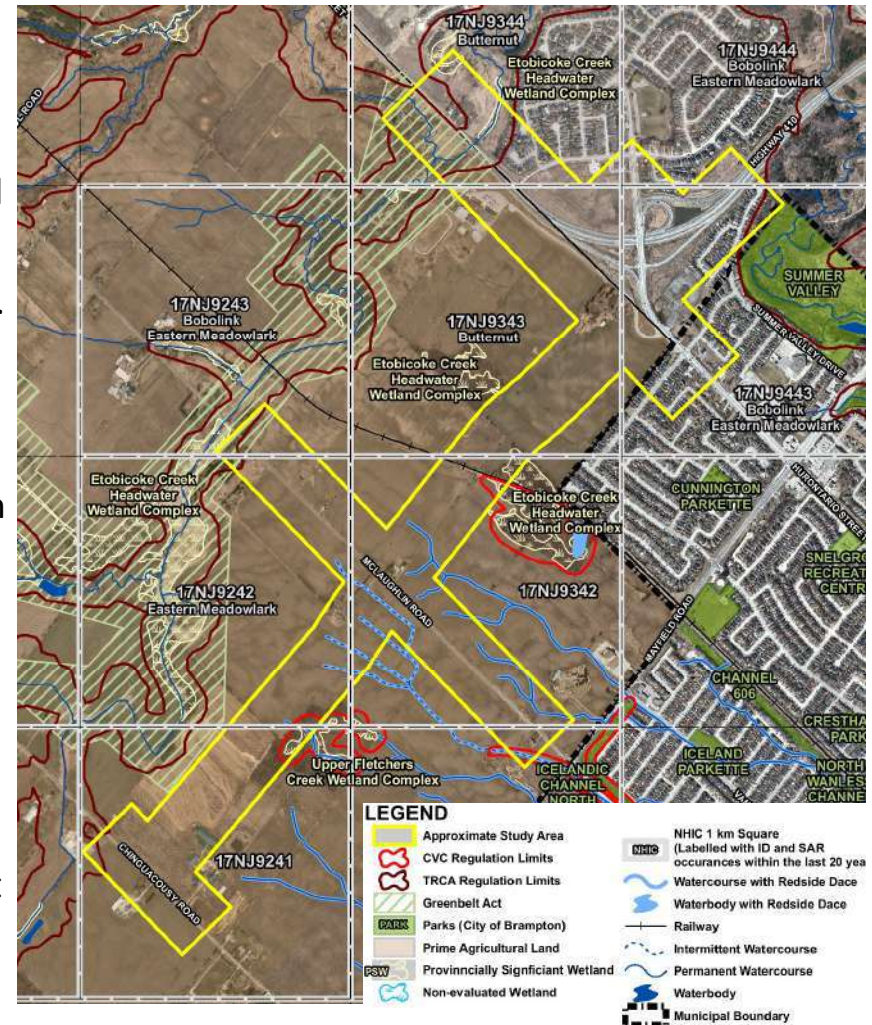
Natural Environment

Aquatic Habitat

- Redside Dace habitat is present in Fletcher’s Creek (downstream of study area);
- The study area is within the Etobicoke Creek Headwater Wetland Complex and Upper Fletchers Creek Wetland Complex;
- Drainage features are ephemeral and do not provide fish habitat.

Terrestrial Habitat

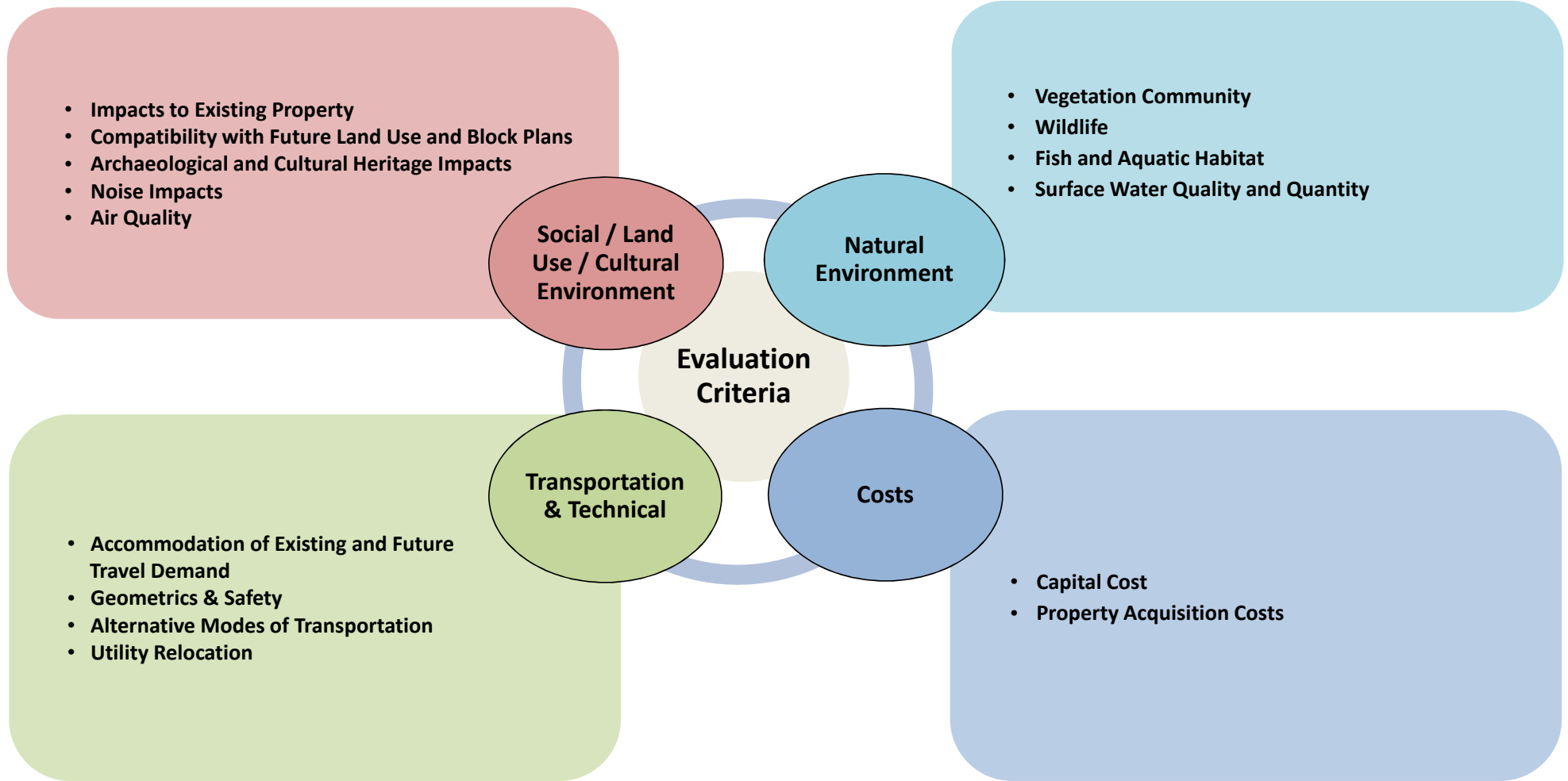
- One endangered species observed (Butternut);
- Two special concern species observed (Wood Thrush and Eastern Wood-Pewee);
- One threatened species observed (Barn Swallow);
- Rare bats potentially located in the study area (but not observed during field investigations): Eastern Small-footed Myotis, Little Brown Myotis, Northern Long-eared Myotis, and Tri-colored Bat, and
- Rare reptile species potentially located in the study area (but not observed during field investigations): Blanding’s Turtle (Threatened), Common Snapping Turtle and Northern Map Turtle (Both are Special Concern).



Interchange Specific Studies

Study	Status
<p>Natural Environment</p>	<ul style="list-style-type: none"> • The existing culvert at Etobicoke Creek will need to be modified to allow for a new northbound on-ramp • Etobicoke Creek is a permanent stream flowing in a well defined valley • A fisheries assessment will be completed as part of subsequent phases of the study
<p>Geotechnical</p>	<ul style="list-style-type: none"> • Additional geotechnical work will be completed to support the interchange modifications • Investigation will focus on the structural aspects of the planned interchange modification (ie. new northbound flyover)
<p>Hydrogeological Assessment</p>	<ul style="list-style-type: none"> • Monitoring wells will be installed as part of the geotechnical assessment to record groundwater elevations within the interchange
<p>Stormwater Management</p>	<ul style="list-style-type: none"> • Stormwater management for the interchange has not been assessed at this phase of the study • Subsequent phases will complete an existing conditions assessment along with an impact assessment • Existing culverts will need to be reconfigured to facilitate the proposed modifications
<p>Archaeology (Stage 1)</p>	<ul style="list-style-type: none"> • A Stage 1 assessment as defined by MTCS is being completed • The study will review background material to determine if there are any areas of archaeological interest

Evaluation Criteria



The evaluation criteria is used to evaluate the positive or negative impacts of possible design alternatives for McLaughlin Road and Spine Road.

McLaughlin Road Alternative Alignments

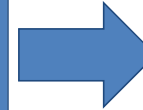
Four alternative alignment solutions were developed and assessed

1. WIDEN TO A FOUR LANE URBAN CROSS SECTION ABOUT THE CENTRELINE

2. WIDEN TO A FOUR LANE URBAN CROSS SECTION SHIFTING THE ROAD TO THE WEST

3. WIDEN TO A FOUR LANE URBAN CROSS SECTION SHIFTING THE ROAD TO THE EAST

4. A HYBRID APPROACH (A COMBINATION OF ALTERNATIVES 1, 2, AND 3)



Recommended Design Alternative

**ALTERNATIVE 1 WAS
SELECTED AS IT BALANCES
THE IMPACTS TO EXISTING
PROPERTIES ON EITHER SIDE
OF McLAUGHLIN ROAD**

McLaughlin Road

Alternative Alignment Assessment

CATEGORIES	CRITERIA	ALTERNATIVE 1: WIDEN ABOUT THE CENTRELINE	ALTERNATIVE 2: WIDEN TO THE WEST	ALTERNATIVE 3: WIDEN TO THE EAST	ALTERNATIVE 4: A HYBRID APPROACH
SOCIAL / LAND USE / CULTURAL ENVIRONMENT	Impacts to Existing Property				
	Compatibility with Future Land Use and Block Plans				
	Archaeological and Cultural Heritage Impacts				
	Noise Impacts				
	Air Quality				
NATURAL ENVIRONMENT	Vegetation Community				
	Wildlife				
	Fish and Aquatic Habitat				
	Surface Water Quality and Quantity				
TRANSPORTATION & TECHNICAL ENGINEERING	Accommodation of Existing and Future Travel Demand				
	Geometrics & Safety				
	Alternative Modes of Transportation				
	Utility Relocation				
COSTS	Capital Cost				
	Property Acquisition Costs				

Least Preferred

Neutral

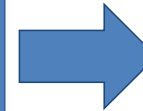
Most Preferred



Spine Road Alternative Alignments

Three alternative alignment solutions were developed and assessed

1. CALEDON ENDORSED FRAMEWORK PLAN ALIGNMENT
2. LANDOWNERS GROUP FRAMEWORK PLAN ALIGNMENT
3. REVISED ALIGNMENT (BASED ON INPUT FROM AGENCIES AND TOWN)



Recommended Design Alternative

**ALTERNATIVE 3 WAS
SELECTED AS IT BALANCES
ALL CRITERIA IDENTIFIED
WITH THE NEEDS OF THE
PROPOSED LAND USE FOR
DEVELOPMENT**

Spine Road

Alternative Alignment Assessment

CATEGORIES	CRITERIA	ALTERNATIVE 1: CALEDON ENDORSED FRAMEWORK PLAN ALIGNMENT	ALTERNATIVE 2: LANDOWNERS GROUP PLAN ALIGNMENT	ALTERNATIVE 3: REVISED ALIGNMENT
SOCIAL / LAND USE / CULTURAL ENVIRONMENT	Impacts to Existing Property			
	Compatibility with Future Land Use and Block Plans			
	Archaeological and Cultural Heritage Impacts			
	Noise Impacts			
	Air Quality			
NATURAL ENVIRONMENT	Vegetation Community			
	Wildlife			
	Fish and Aquatic Habitat			
	Surface Water Quality and Quantity			
TRANSPORTATION & TECHNICAL ENGINEERING	Accommodation of Existing and Future Travel Demand			
	Geometrics & Safety			
	Alternative Modes of Transportation			
	Utility Relocation			
COSTS	Capital Cost			
	Property Acquisition Costs			

Least Preferred

Neutral

Most Preferred



Interchange Modifications Alternative Assessment

The following alternatives were considered for the connection of the Spine Road to Hurontario Street:

1. 'T' intersection immediately south of the interchange with a roundabout at the intersection of Spine Road with Hurontario Street;
2. Connect Spine Road to Valleywood Boulevard, with Hurontario Street ending at the intersection with Spine Road and reconfiguration of the interchange;
3. Same as Alternative 2, but with a roundabout at the intersection of Spine Road / Hurontario Street / Valleywood Boulevard;
4. Connect Spine Road to Valleywood Boulevard, but shift connection to Hurontario Street westerly and maintain current interchange configuration, and
5. Same as Alternative 4, but with a roundabout at the intersection of Spine Road / Hurontario Street / Valleywood Boulevard.

ALTERNATIVE 2 WAS SELECTED BASED ON AN ASSESSMENT OF ALTERNATIVES AND IN CONSULTATION WITH THE MTO

Recommended Design Concept (McLaughlin Road)



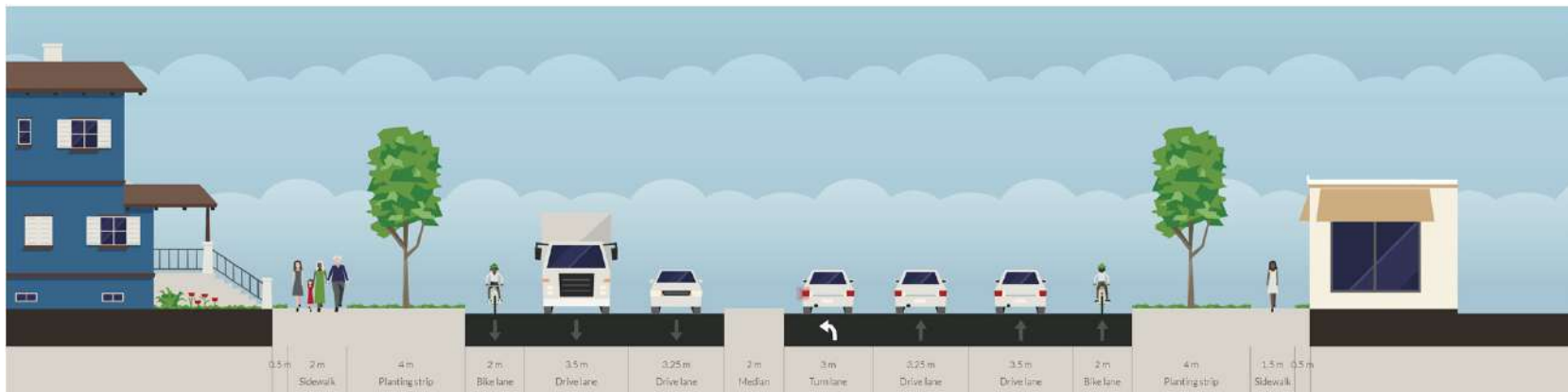
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Recommended Design Concept (Spine Road)

From Chinguacousy Road to 350m east of McLaughlin Road



From 350m east of McLaughlin Road to Hurontario Street

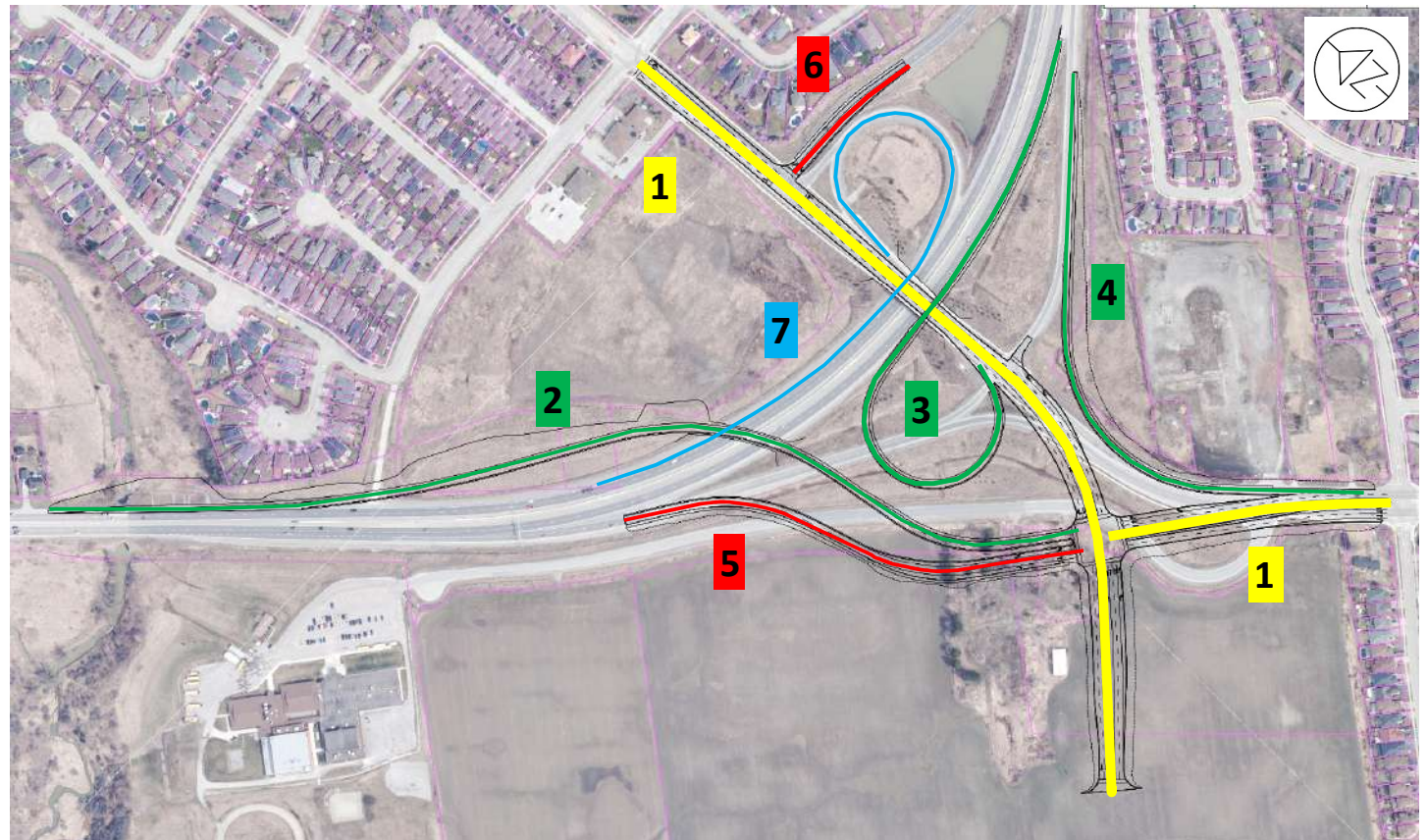


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Recommended Design Concept (Interchange)

Based on a review of alternatives with MTO, the following modifications to the existing interchange are recommended:

1. Realignment of Hurontario St. & Valleywood Blvd.;
2. New single lane northbound on-ramp;
3. New single lane eastbound/southbound on-ramp;
4. New single lane eastbound/southbound channelization (connecting to existing ramp);
5. Realignment of existing southbound off-ramp;
6. Additional left turn lane for westbound/northbound off-ramp, and
7. Removal of the northbound on-ramp.*



***Note: The possibility of maintaining this existing ramp is being assessed by MTO**

New Structure over Highway 410

A new structure over Highway 410 will be constructed with the following key design considerations:

- One 4.75m lane with left and right paved shoulders;
- Structure to cross over existing Highway 410, with a pier constructed in the median;
- Structure to be approx. 7m high (to top of barrier), and
- Structure to be curved to accommodate alignment of the new northbound ramp.



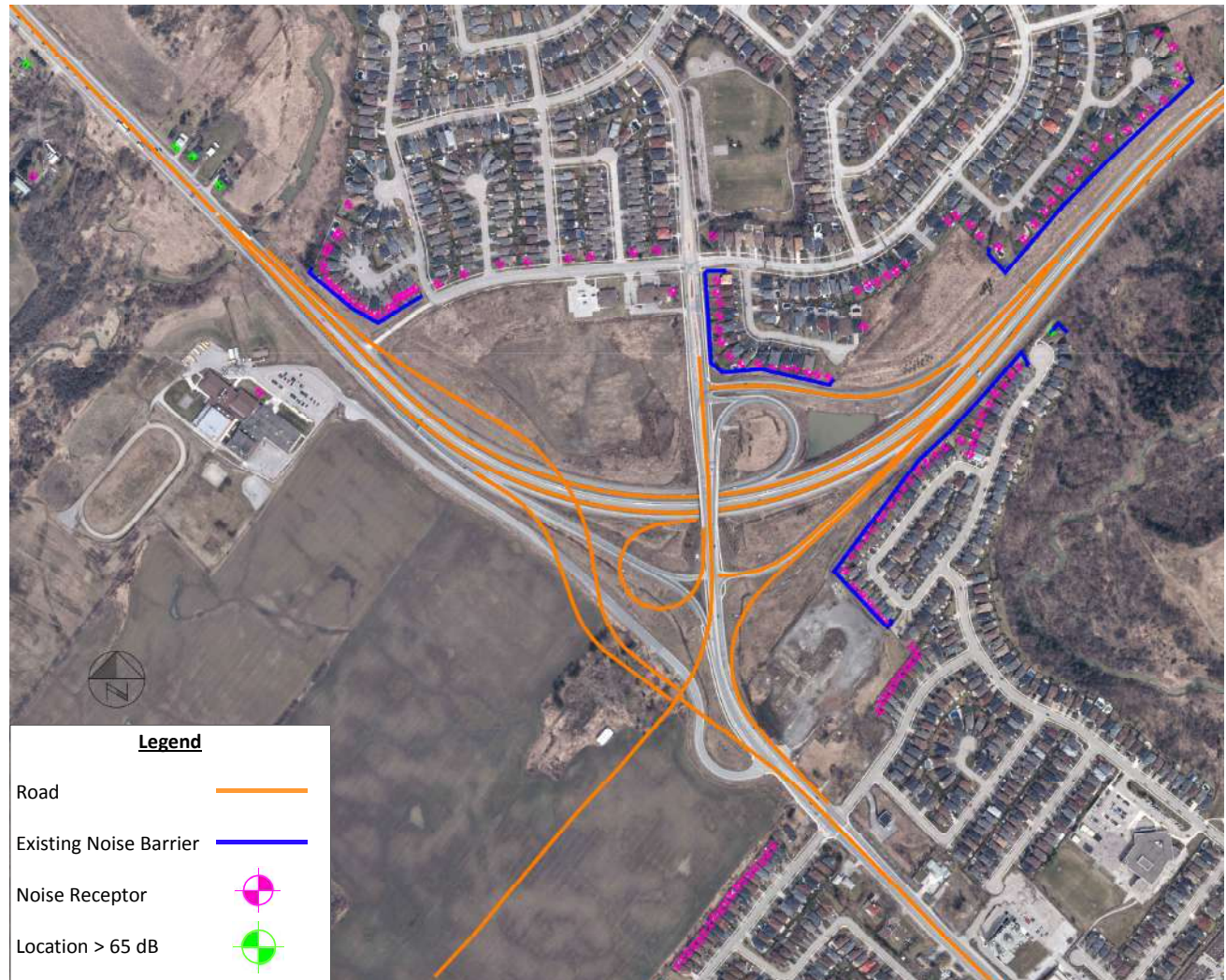
Example: Highway 401 WB to Highway 407 WB (Mississauga)

Noise Impact/Mitigation Highway 410 Interchange

Noise modelling was completed for the following scenarios:

1. 2031 Horizon Year 'No-Build' (without proposed modifications to the interchange), and
2. 2031 Horizon Year 'Build' (with proposed modifications to the interchange).

Noise levels were modelled at the receptor locations shown



Noise Impact/Mitigation Highway 410 Interchange

- Mitigation is required if increase in traffic noise levels is > 5 dB, or if absolute traffic noise level > 65 dB
- Expected increase in traffic noise levels between the 'No-Build' and 'Build' is < 5 dB
- Absolute traffic noise levels at five receiver locations were > 65 dB
 - According to MTO Environmental Guide for Noise, the need for mitigation must be determined based on the location of the outdoor living area (OLA)
 - Sound at the OLA for each case is expected to be below 65 dB

Based on the results above, additional mitigation for noise is not warranted.

- During construction, the following mitigation measures will be taken:
 - Equipment operated with effective muffling devices in good working order;
 - Contractors to comply with applicable requirement of local noise by-laws;
 - Initial noise complaint will trigger verification that general noise control measures are in effect, and
 - For persistent complaints, alternative noise control measures may be required with consideration for technical, administrative, and economic feasibility.

Access Considerations

As part of the interchange modifications, Hutchinson Farm Lane will be closed. In order to maintain access to properties which utilize this roadway, the following will be implemented:

Development occurs before interchange modifications

- New access will be constructed, connecting to developer constructed road network

Development occurs after interchange modifications

- Temporary roadway will be constructed, connecting to Spine Road
- After development occurs, access will be reconfigured, connecting to developer constructed road network



Active Transportation

Within the boundaries of the Mayfield West Phase 2 development area, active transportation elements will consist of the following:

- 1.8m wide on-road bike lanes along McLaughlin Road;
- 2.0m wide on-road bike lanes along Spine Road;
- 1.5m / 2.0m wide sidewalk for pedestrians on either side of McLaughlin Road and Spine Road, and
- Off road facilities such as green system trails at select locations.

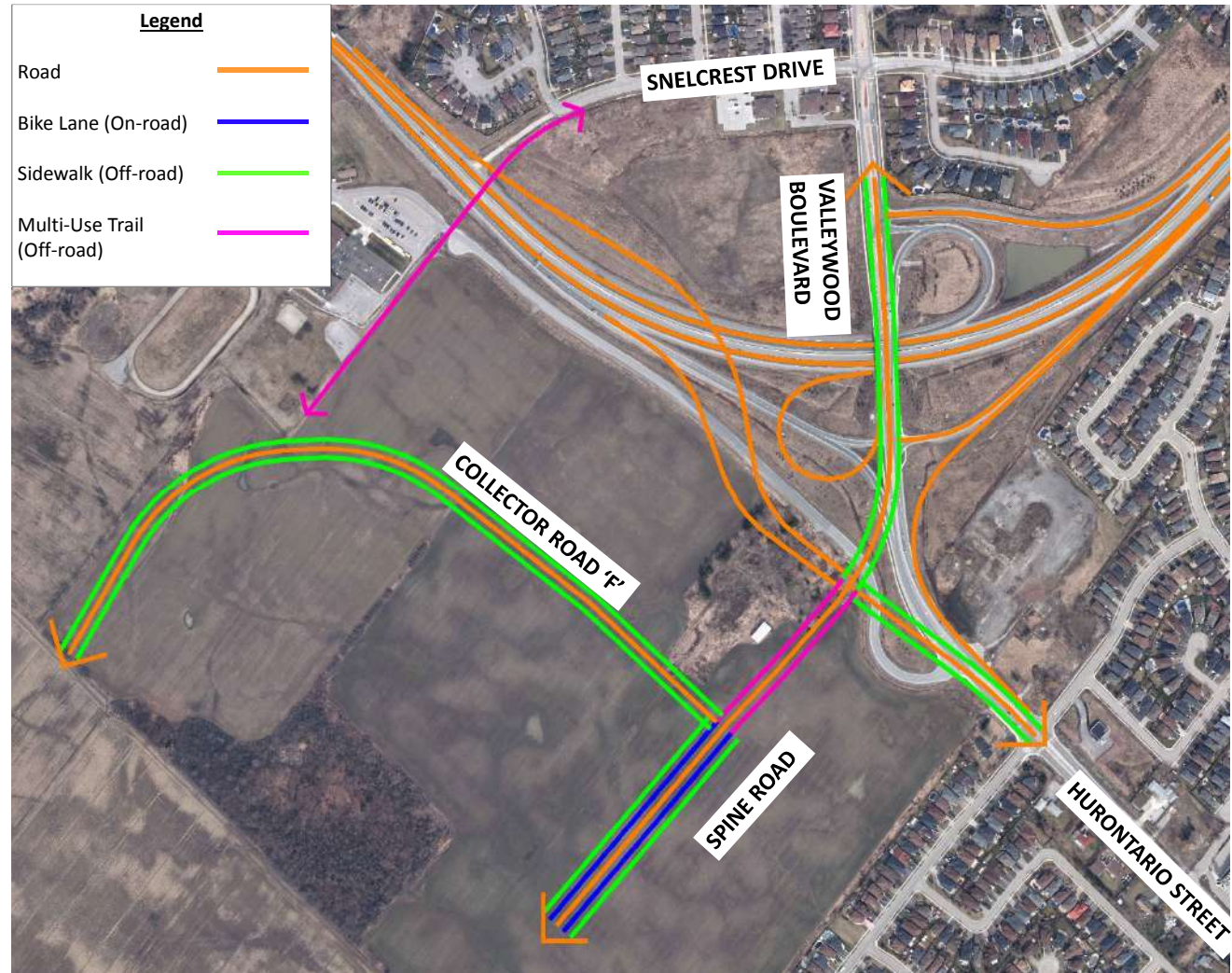
Active Transportation (Interchange)

Within the limits of the interchange, active transportation will be provided in the following manner:

- Sidewalk on both sides of Valleywood Boulevard between Snelcrest Drive and Hurontario Street
- Multi-Use Trail on both sides of Spine Road between Hurontario Street and Collector Road 'F'
- Transition to bike lane (on-road) and sidewalk (off-road) at Collector Road 'F'

The following options for enhanced active transportation access to the Valleywood subdivision are being considered:

1. New pedestrian/cyclist structure over Highway 410*, and
2. Multi-Use Trail on south side between Snelcrest Drive and Hurontario Street (replacing south side sidewalk).



*Pedestrian/cyclist structure over Highway 410 is recommended in the MW2 TMP. Further study is required to confirm structure is warranted.

Next Steps

- Review comments from PIC and other stakeholders
- Complete the impact assessments for the interchange design
- Prepare and File Environmental Study Report
- File Notice of Completion
- 30-Day Public Review

Please complete a comment sheet:

By Mail: **Kant Chawla, MPlg, MCIP, RPP**
Senior Transportation Planner
Town of Caledon
6311 Old Church Road
Caledon ON, L7C1J6

By Phone: Tel.: 905-584-2272, ext. 4293

By Email: E-mail: kant.chawla@caledon.ca

David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
3450 Harvester Road, Suite 100
Burlington ON, L7N3W5

Tel.: 905-335-2353, ext. 3024

E-mail: david.sinke@woodplc.com

**Comment
Deadline is July
26, 2018**

**Thank you for
your participation!**



December 20, 2018

**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear [REDACTED]

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

You also expressed a concern with air pollution due to an increase in traffic and idling. Development of Mayfield West is included in the approved Town of Caledon Official Plan. This planned development will generate additional traffic. A primary objective of this study is to accommodate this additional traffic efficiently, minimizing congestion and idling. Since idling is a contributor to air pollution, the proposed roadway network improvements will reduce air pollution compared with the scenario in which development proceeds without roadway network improvements.

You also noted a concern with your property value after the proposed modifications are completed. A property value analysis is not typically completed as part of the Municipal Class EA assessment. As a result, the Town does not have any specific plans to complete this type of assessment.

Another concern noted in your letter included concern for the natural environment. As part of this project, a Natural Environmental Assessment will be completed which identifies the wildlife, vegetation, and significant natural features within the study area. Any impacts to the natural environment are identified, and series of mitigation measures are recommended. Upon completion of the EA study, a copy of this report will be released for public review.



December 20, 2018

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Additionally, you are concerned with future expansion of the surrounding road network and are specifically concerned with an expansion of the Spine Road. As part of this study, a traffic assessment was completed which simulates the vehicle movements on a system wide basis, based on the Mayfield West Phase 2 development being fully constructed. As part of this assessment, a projection of traffic to 2031 was completed and additional widening of the Spine Road post-construction was not identified. Beyond the horizon year of 2031, future expansion of the surrounding road network is subject to further study.

You also noted an interest in becoming an active participant in exploratory committees. This type of communication is not planned for this study, however we encourage you to contact either of the individuals listed below to discuss your comments/concerns at any time.

You also noted that in the event of adverse or unforeseen impacts, what process will be in place for residence to express their concerns. After construction is completed, any issues/concerns should be expressed to the Town directly, which will be addressed on an as-needed basis.

Finally, you questioned whether the intersection with the off-ramp for Highway 410 northbound with Valleywood will be shifted. Currently the recommendation made by this study is to maintain the location of this intersection.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Friday, July 06, 2018 11:43 AM
To: Stahl, Jason (jason.stahl@woodplc.com); Sinke, David (david.sinke@woodplc.com);
Sylvia Kirkwood
Subject: FW: PIC
Attachments: VRA Statement to Record 2016-137 1of2.pdf; VRA Statement to Record 2016-137
2of2.pdf

Importance: High

Please review. We will respond as appropriate pursuant to the review. However, I will request that we send him the materials as soon as possible.

Thanks,
Kant

From: [REDACTED]
Sent: Friday, July 06, 2018 11:25 AM
To: Kant Chawla
Cc: [REDACTED]
Subject: PIC

Good Morning Mr. Chawla

Thank you for talking with me last night at the event.

Clearly, we have some catching-up to do in order to provide an official response in less than 3 weeks.

I must say the vivid exclusion of Valleywood Resident Association as a registered Stakeholder in the process to date, in combination with a 3 week response deadline will likely be construed as predatory by some of the more vocal residents in our community. The absolute absence of safety improvement in your proposed information last night won't help either. Further, the reversal back to 2 lanes each direction on the bridge. (wiping out the emergency passage logic that was instituted shortly after the original opening because it's need was immediately obvious it was required)

On behalf of the Valleywood Resident Association, I am officially requesting, please, a full sized copy of the drawing on the table that had the proposed changes overlaid on the existing infrastructure. Also I would request, please, a sectional view of the same to illustrate the proposed flyover height as compared to the pre-existing homes. Lastly, please include 8.5" x 11" copies of the 32 panels around the room. Please advise when they are ready for pick-up at the Town Hall .

Further we request please a copy of the Town's motion that initiated your department's involvement that produced the presentation we saw last night.

For the sake of your records, I have included the VRA letter emailed to the Town November 22/16 which confirms our stance very early on.

Although Ms. Wolinski was addressed originally as part of the Region of Peel in the letter, the Regional Clerk's Office immediately advised of the required correction and the same letter was sent to Ms. Weloski at her new position at the Town of Caledon. Apologies for the typo in the Staff Report # involving 2106 instead of 2016.

WORTHY OF NOTE: There was no response to the letter from the Town of Caledon. Further, the letter was referenced again in an email to the Mayor September 21/17, again, there was no response.

In contrast, the Regional Clerk's Office added it to the Regional record as received.

Given that the information used at the PIC was not available to take home, we believe it is reasonable to expect prompt response from your office in order for us to effectively respond in such a short time; especially since we all have families & the summer is short. Could you kindly confirm receipt of this official request.

Thank you in advance & enjoy your weekend!

Sincerely,


Director
Valleywood Resident Association

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December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you noted a concern with notification and response timelines provided by the Town for this study. As part of the Municipal Engineers Association Class EA process, a formal public consultation process, with defined timelines, is required. However, you or other stakeholders within the Valleywood Neighbourhood are not limited to comments in formal sessions and can contact either of the individuals noted below, at any time, to discuss your comments or concerns. Once the study is filed, we also encourage you to remain involved through the subsequent detailed design and construction phase of this project.

You also noted a concern with emergency vehicle access to the Valleywood community and suggested that a second full movement (without barrier) access point is required. In response to significant concerns expressed by yourself and other concerned residents of the Valleywood Subdivision, the Town intends to investigate this issue as part of a separate overall transportation network review. Members of the Valleywood community will be invited to participate in this review.

You included in your email a copy of the VRA Statement to Record dated November 22, 2016. Although this letter is not specific to this project, the letter will be included as part of the final study documentation, which will be placed on the public record. This letter reinforces your position that a second access is required. However, some of the other specifics relating to jurisdictional changes, road classification, and MTO's future plans for the Highway 410 / GTA West are beyond the scope of this assignment. Please discuss the other items of concern with Town Council and/or the MTO directly.

You also noted questions and concerns with the height of the new flyover crossing Highway 410. The new flyover will be approximately 7m above Highway 410 and will consist of one lane with paved shoulders and concrete barrier. The top of this flyover structure will be approximately the same elevation as the top of the existing earthen berm between Highway 410 and the Valleywood Community.



December 20, 2018

Page: 2

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: [REDACTED]
Sent: Sunday, July 08, 2018 12:53 PM
To: Allan Thompson; jason.stahl@woodplc.com; kant.chawla@caledon.ca; david.sinke@woodplc.com; Johanna Downey
Subject: Feedback/Comments on #410

Regards to all,

Thank you for taking the time to meet with the residents of Valleywood regarding proposed changes to our interchange, onramps/offramps and methods for entering and leaving Valleywood. Jason, in particular, thank you for taking the time to truly explain the significant changes that are proposed in a clear and concise manner.

As I alluded to at this meeting while talking about these changes, a number of concerned residents, myself included, (to be clear, I am talking about concerned residents, not the VRA) together with then Councillor Thompson, made every effort to make the best of a poorly designed highway. I am now happy to say that these new plans seem to fix just about every concern that I (and many others) have about the existing design. My feedback/comments are primarily positive and as you may recall, I asked at the meeting and am asking now – how quickly can we make this happen?

With no disrespect to members of the VRA, whom to my knowledge have not been actively working on residents behalf for quite some time now, I want to be sure that you hear the feedback of ALL the residents of Valleywood, not only those that might have special interests in mind. So, one of my other comments is – how can we help spread the word about the changes to ensure people hear accurate information, and in a timely manner? I, for example, did not receive the letter advising of the meeting and only heard about it through social media. Some folks are not on social media and only saw the sign on the night of the meeting. This is problematic. Many who were unable to attend due to the short notice are asking further questions about construction, safety and other issues.

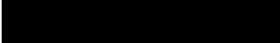
Specifically then, my feedback comments are as follows:

- Overall I think the design is good and addresses many of our key concerns.
- In terms of timing – can we prioritize the order in which construction takes place? Most importantly, I believe we need signal lights at the top of the off-ramp from #410 north into Valleywood and those need to happen **yesterday**. The two left hand turn lanes will help a great deal as well. This needs to take place as quickly as possible.
- In the interim, can we also proceed with continued efforts to place no u-turn signs and occasionally have the OPP parked (where the u-turns take place, not at the fire station) to prevent them from occurring. I know Councillor Downey is working on U-turn signs but changing the intersection is what really matters!
- From concerned residents I am hearing that safety and accessibility into and out of Valleywood during construction should be a priority. How will this construction affect

us? We still really only have one way in and out of Valleywood and construction will no doubt cause significant delays – how will this be managed? Let's not forget that during the construction of our current design several very bad car accidents took place. We don't want conditions created that make driving, entering or exiting Valleywood dangerous.

- If I understand correctly, no further noise barrier will be constructed. Those residents backing onto the offramp are concerned about continued high noise levels and/or construction noise levels.
- About the meeting itself and / or future meetings on this topic. I personally never received an email, a letter, or any other notice about this PIC meeting. I would think Valleywood residents should have received notification from the Town. Eventually, I was forwarded something via social media that a resident of Anthem received. This will need to be fixed before future meetings, emails or anything else takes place. Please advise how you plan to consistently keep Valleywood residents informed of the changes, construction schedule and anything else to do with this project. As well, I am using social media as a tool to help spread the message that these changes are positive in nature and helping to ensure they are understood correctly (vs. rumour and assumption) but how else does the Town plan to communicate with residents?
- Finally – as I asked both at the meeting and the start of this email – how QUICKLY can these changes be made? If they have already been on the books for 10 years, we can't wait another 5 for them to happen. Traffic volumes are increasing and will continue to do so. I know as a Town we don't want to put ourselves in a deficit spending position but sometimes, there is no other way. Paying now for something that will only help us in the future and that may very well contribute to overall public safety, is in my opinion, in our best interests. What can we do as residents to advocate for these changes to be made sooner than later?

Thank you for the opportunity to have a say in what the future of Valleywood looks like.





December 20, 2018

[REDACTED]

**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of a new East-West Spine Road (Mayfield West Phase 2)**

Dear [REDACTED]

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

You also noted a current concern that some left turning vehicles at the northbound off-ramp instead make a right turn and a 'U-turn' within the Valleywood community, in order to head west/south on Valleywood Boulevard/Hurontario Street. The Town's By-law Enforcement officer will be advised of your concern.

You noted concern with access to the Valleywood community during construction of the proposed interchange modifications. The Town commits to ensuring full access is maintained at all times during construction. Specifics on the traffic staging plan will be determined in the detailed design phase.

You also expressed concern with the notification process for this study. Moving forward, your contact information will be added to the study's contact list, and future communications will be sent directly to you.

We appreciate your wish to advance the works as quickly as possible. The Town is moving forward with completion of the Class Environmental Assessment. Following completion of this study, detailed design will commence, followed by construction. Progress updates will be provided by the Town as the project progresses.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.



December 20, 2018

Page: 2

Sincerely,



Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Stokke, Samantha <samantha.stokke@woodplc.com>
Sent: Tuesday, July 10, 2018 1:20 PM
To: [REDACTED]
Cc: david.sinke@woodplc.com; Stahl, Jason; Shams, Aniq; kant.chawla@caledon.ca
Subject: Public Information Centre Documentation- Widening of McLaughlin Road and Construction of New East-West Spine Road (Mayfield West Phase 2)
Attachments: PIC Boards Caledon McLaughlin Rd 05_07_18.pdf; PIC Caledon Highway 410 Interchange 05_07_18.pdf; PIC Comment Form.pdf

Good Afternoon,

As requested, please find attached the display boards and the design for the Highway 410 Interchange presented at the Public Information Centre held on July 5th at the Caledon Public Library - Margaret Dunn Valleywood Branch. This information, as well as the comment form (attached) is also available on the Town's website.

If you have any questions or would like additional information, please contact:

Kant Chawla, MPIg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel: 905-584-2272, ext. 4293
E-mail: kant.chawla@caledon.ca

David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel: 905-335-2353, ext. 3024
E-mail: david.sinke@woodplc.com

Thank you for your interest and we look forward to receiving your input!

Samantha Stokke, B.E.S.
Junior Environmental Planner
160 Traders Blvd E., Suite 110
Mississauga, ON L4Z 3K7
Direct: +1 (905) 568-2929
www.woodplc.com

The logo for Wood Group PLC, featuring the word "wood." in a bold, lowercase, sans-serif font. The letters are dark blue with a textured, wood-grain-like pattern.

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If you do not wish to receive future unsolicited commercial electronic messages from us, please forward this email to: unsubscribe@woodplc.com and include "Unsubscribe" in the subject line. If applicable, you will continue to receive invoices, project communications and similar factual, non-commercial electronic communications.

From: Sinke, David
Sent: Friday, July 13, 2018 12:55 PM
To: [REDACTED]
Cc: Stahl, Jason; kant.chawla@caledon.ca
Subject: RE: 2nd email Changes to the 410/Valleywood interchange

Hello [REDACTED]

Thank you for your comments regarding this project. We are currently reviewing all comments received and after reviewing will respond to you with a formal response.

Regards,

David Sinke B. Eng. Mgt., P.Eng.
Principal, Transportation Engineering
3450 Harvester Road, Suite 100
Burlington ON L7N 3W5
Direct: 1 (905) 335-2353
Mobile: 1 (905) 630-5842
david.sinke@woodplc.com
www.woodplc.com

The logo for Wood, featuring the word "wood." in a stylized, lowercase, sans-serif font. The letters are dark green with a textured, wood-grain-like pattern.

Amec Foster Wheeler and Wood Group are now Wood.
Please note my new email address.

From: [REDACTED]
Sent: Friday, July 13, 2018 11:40 AM
To: kant.chawla@caledon.ca; david.sinke@woodplc.com
Subject: 2nd email Changes to the 410/Valleywood interchange

Hi,

I also forgot to ask when this is scheduled to start?

Thank you,

From: [REDACTED]
Sent: July 13, 2018 11:32 AM

To: kant.chawla@caledon.ca; david.sinke@woodplc.com

Subject: Changes to the 410/Valleywood interchange

Good day,

I live at [REDACTED] in Valleywood and I wasn't able to attend the meeting on July 5th in regards to the proposed changes to the highway/roads as I was away.

My concerns with the changes to the 410/Valleywood interchange. Perhaps I have misinterpreted some of the drawings but these are my concerns.

One positive proposal is to move the southbound ramp off the 410 further west on the ramp for a safer left turn into our community.

Current Number #1 Problem Not Resolved Valleywood has one exit, that's it.

Just recently when a tractor trailer hauling a vane for a wind turbine tried to make a left turn on to Valleywood from the ramp off the northbound 410 it got stuck. I assume from the pictures that no one could enter or exit our community. Fortunately, no one had a heart attack or fell off a high ladder at that moment but had they, no one would have been able to get in to help or get out to take to hospital. I know there is a small road off of Snelcrest to the 410 ramp, but who opens that and clearly it would be too late for an immediate solution to an emergency. In the 8 years I have lived here this has never been opened. What is going to happen with this? Why can't we have an emergency exit for when things like this happen and block our entrance/exit. The new plan has no solution for an additional exit for us.

New Number #2 Problem: Adding traffic lights on Valleywood Blvd for those heading towards McLaughlin Road off the 410 northbound. So now, we Valleywooders, would not only have only one exit, but we have to stop at lights before we can exit or enter our community. The proposal may solve u turn issues but it will make Valleywood residents have to abide by traffic lights to enter and leave by our only exit. Those lights have been suggested to alleviate the congestion of vehicles wanting to turn left to travel in the direction of McLaughlin Road. That traffic is going to increase substantially over the next few years as more and more development takes place in that direction. My guess is that those lights will be set to prioritize those coming off the 410 and not us Valleywood residents. It will impact anyone leaving or entering over the bridge.

New Number # 3 Problem More Traffic Noise

The new proposal suggests rerouting northbound Hurontario to go over a new bridge over the current 410 cutting into the berm even closer to Snelcrest, Bradwick, Hesketh, Brookstone, Aspenwood, Bayfield and Flemington and eventually meeting up with the existing northbound highway 10 at the bridge that would also be enlarged to include another lane of traffic. This does not seem to be a positive step for those of us living on that side of Valleywood(myself included) There will be even more traffic noise, not to mention the construction noise itself. Right now it is so noisy sitting in our backyards you can't hear each other talk when tractor trailers or motorcycles are going by and we don't have a noise barrier wall, I can't imagine how the increase in noise will be during construction and after this change.

How is this a positive change for us?

I agree a change needs to be made to the southbound off ramp onto Hurontario turning left towards Valleywood. I also think we need another entrance/exit in case of emergencies. I agree people turning right off of Hwy 410 and then making Uturns just before entering VW needs to stop.

I propose this whole design be looked at again for the above reasons.

My neighbour at [REDACTED] has asked me to include her in this as she feels the same way.

I can be reached by replying to this email or at [REDACTED]

Thank you ,

[REDACTED]



December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you noted a concern with vehicle access to and from the Valleywood community, and suggested that a second full movement (without barrier) access point is required. In response to significant concerns expressed by yourself and other concerned residents of the Valleywood Subdivision, the Town intends to investigate this issue as part of a separate overall transportation network review. Members of the Valleywood community will be invited to participate in this review.

You also noted a concern that the proposed new traffic signals may result in delays in travelling to/from the Valleywood community on Valleywood Boulevard. As part of this study, a traffic assessment was completed which simulates the vehicle movements on a system wide basis, with full development constructed. The assessment has found that no significant delays are anticipated at this intersection, and issues with access/egress to the Valleywood community are not anticipated.

In your comments you also expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



December 20, 2018

Page: 2



Kant Chawla, MPlg, MCIP, RPP
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Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Monday, July 16, 2018 9:00 AM
To: Stahl, Jason (jason.stahl@woodplc.com); Stokke, Samantha (samantha.stokke@woodplc.com)
Cc: Sinke, David (david.sinke@woodplc.com)
Subject: FW: 410 changes

From: [REDACTED]
Sent: Saturday, July 14, 2018 11:08 PM
To: Kant Chawla; david.sinke@woodpic.com; Johanna Downey; Allan Thompson
Subject: 410 changes

Hi

I would like an answer to a question that I have asked countless times on our Facebook Valleywood Community page since the PIC for the 410 rework and no one has been able to come up with an answer. The question is as follows:

The spine road will come from the west and there will be homes and cars on the west side of Hwy 10 in the future. How will the residents from the west using the spine road get on to the 410 southbound? There is an entrance ramp from Valleywood westbound and there is another entrance ramp north of Collingwood on the east side of 10. For anyone from the spine road to use either one of these entrance ramps would mean they would have to make an illegal u-turn. I suppose you could post signs saying no access to southbound 410 from the spine road and try to force residents to go up to Old School Road or down to Mayfield but lets face it, residents will do what is fastest and if it is an illegal dangerous u-turn (as has been proved at our entrance now) they will do it. It would be crazy to plan it this way knowing human nature. Please tell me that you have a solution to this! I await your answer and I do not see it on the drawings.



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"This message (and any associated files) is intended only for the use of the individual or entity to which it is

From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Monday, July 16, 2018 8:59 AM
To: Stahl, Jason (jason.stahl@woodplc.com); Stokke, Samantha (samantha.stokke@woodplc.com)
Cc: Sinke, David (david.sinke@woodplc.com); Sylvia Kirkwood
Subject: FW: Traffic considerations at the 410 /Valleywood Exchange.
Attachments: 410 Spine Road Valleywood exchange .docx

FYI please !

From: [REDACTED]
Sent: Sunday, July 15, 2018 4:21 PM
To: Kant Chawla; david.sinke@woodplc.com
Cc: Johanna Downey; Gord McClure; Allan Thompson; Barb Shaughnessy
Subject: Traffic considerations at the 410 /Valleywood Exchange.

Hello,

Please find attached my comments regarding the proposed changes for the Valleywood Highway 410 interchange.

Please add me to the Project Mailing List.

[REDACTED]

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Traffic considerations at the 410 /Valleywood Exchange.

#1. Current Problem: Valleywood Exit off the northbound 410

Valleywood has **one** exit, that's it. Just recently a tractor trailer hauling a vane for a wind turbine tried to make a left turn on to Valleywood Dr from the ramp off the northbound 410 and was stuck there. As a result, no one could enter



or exit our community. Fortunately, no one went in to labour, had a heart attack or fell off a ladder at that point. And, that there wasn't an emergency somewhere outside of Valleywood that the responders had to get into Valleywood to get to their vehicles for.

The New Plan: same problem only worse. Now we continue to have only one exit but in addition will be controlled by a traffic light when leaving our community by its only exit.

Suggestion: Make the current small roadway from Snelcrest to the 410/Hwy 10 ramp into a permanent exit on to Highway 10 from Valleywood .

#2. Current Problem: Valleywood Exit off the northbound 410

Many vehicles want to turn left on to Valleywood Dr from the ramp off the northbound 410 at evening rush hour. Many do not wait for a safe entrance on to Valleywood and cut in front of cars going straight through or turn right and make a u turn, again in front of on coming traffic. A child was hit by a vehicle in this area last fall. Adding traffic lights on Valleywood Blvd for those heading towards McLaughlin Road off the 410 northbound will help that problem as per the new plan, BUT, now we Valleywooders, who have only one exit, will have to stop at lights before we can exit or enter over the bridge on our only access road.

The New Plan: Same problem that will only magnify as time goes on as the number of cars heading to Georgetown direction will be increasing significantly. Traffic lights will help that problem in the immediate future but not help #1 problem at all.

Suggestion: Make all traffic from the northbound 410 exit at the spine road/valleywood intersection

#3. Current Problem: Exit from southbound Hyw 10 turning left in to Valleywood.

Dangerous turn as cars come over hill quickly from Valleywood and more and more traffic coming from Mayfield direction makes it a very long wait which encourages more risks.

New Plan: Removing that ramp and moving it closer to the intersection of the Spine road and Valleywood is a good idea.

#4. Current problem: Northbound 410 traffic merging with Highway 10 traffic goes well beyond the speed limit and is very noisy. We can see the highway 10 bridge and highway from the back of our house. Police are constantly ticketing

speeding vehicles. The noise level is increased with trucks gearing down and using engine brakes on that section of the road.

The New Plan: Adding an elevated northbound lane even closer to our community. The new proposal suggests rerouting northbound Hurontario to go over a new bridge over the current 410 cutting into the berm even closer to Snelcrest, Bradwick, Hesketh, Brookstone, Aspenwood, Bayfield and Flemington and eventually meeting up with the existing northbound highway 10 at the bridge that would also be enlarged to include another lane of traffic. An elevated lane, and a lane closer to us, will add greatly to the noise we already have in our back yards. There will be even more traffic noise, not to mention the construction noise itself.

Suggestion: Make all the traffic from the 410 northbound exit via the new Spine Road/ Valleywood/ Hurontario intersection. That would slow everyone down and get trucks ready for the decreased speed limit on #10 while in the depressed lower section of highway 410. No one going Georgetown direction would need to exit at the Valleywood ramp. (Solution for #2 Problem). Everyone coming south on #10 would access Valleywood as per the new plan. Other southbound traffic would remain the same. Now the northbound Highway 10 traffic from the new intersection could be routed somehow to use the existing 410 northbound lanes under the Valleywood bridge and up the highway. The speed limit could be lower in that stretch to allow Valleywood residents the alternate exit northbound from Snelcrest. (Solution for #1 Problem) It would also make the culvert enlargement over the Etobicoke Creek unnecessary.

#5. Current Problem: When access to the 410 south or Highway 10 north on the Valleywood Bridge is blocked for an emergency, as last year when there was a shooting on Mclaughlin Road/ Old School Road, vehicles coming north from Hurontario expecting to use the access ramps to the highway have no where to go but in to our community of Valleywood. They are then lost as they are expecting that there is another access out which of course there is not so they drive around looking for that. Big tractor trailers have a difficult time navigating our streets to find their way out again.

The New Plan: same problem as if the 410-south ramp to 410 is blocked vehicles have to enter Valleywood to turn around.

Solution: A way of closing Hurontario at Mayfield so that vehicles must use the Mayfield north or south ramps to access the highways if the ones on the bridge are blocked. Local traffic not wanting highway access could be allowed through.

My main concerns once again are:

- no alternate exit for Valleywood residents

- traffic lights controlling our only access

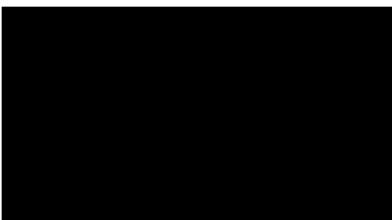
- the number of vehicles using the Valleywood ramp to turn left

- highway noise that will increase in our community with an elevated bridge and another lane

- lost highway traffic in our community

Thank you for considering my suggestions.

Sincerely,





December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you noted a concern with vehicle access to and from the Valleywood community, and suggested that a second full movement (without barrier) access point is required. In response to significant concerns expressed by yourself and other concerned residents of the Valleywood Subdivision, the town intends to investigate this issue as part of a separate overall transportation network review. Members of the Valleywood community will be invited to participate in this review.

You also noted a concern with vehicles exiting from Highway 410 northbound and suggested that all traffic exiting be directed to the new intersection with Spine Road / Valleywood Boulevard / Hurontario Street. As part of this study, a traffic assessment was completed which simulates future vehicle movements on a system wide basis, with full development constructed. Based on this assessment, a direct connection between northbound Highway 410 and the new intersection is not needed, and the existing intersection with an additional left turn lane and new traffic signal will be sufficient to accommodate the anticipated flow of traffic.

You also noted your support for moving the off-ramp from Highway 410 southbound to the new intersection of Spine Road and Hurontario Street. Shifting the ramp to the new intersection is necessary, as left turn movements throughout the new interchange will be limited to signalized intersections only. Your support of this aspect of the proposed design is noted.

In your comments you also expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).



December 20, 2018

Page: 2

You also noted in your comments that during emergencies where road closures or blockages occur, traffic enters the Valleywood community expecting to continue northbound parallel to Highway 410. With the proposed modifications, all northbound traffic on Hurontario Street will have direct access to Highway 410 via the new flyover. This is expected to reduce the occurrence of vehicles mistakenly entering the Valleywood community due to wayfinding issues.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



Kant Chawla, MPiG, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Monday, July 16, 2018 9:56 AM
To: [REDACTED]
Cc: Sinke, David (david.sinke@woodplc.com); Stahl, Jason (jason.stahl@woodplc.com)
Subject: RE: Video#3

Thank you [REDACTED] for sending your concerns ! We will review and address as appropriate.

Regards,
Kant

Kant Chawla, MPIg, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

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From: [REDACTED]
Sent: Friday, July 13, 2018 9:05 PM
To: Kant Chawla
Subject: Video#3

Video#3 is the front yard... as you can hear in all 3 videos the noise is unrelenting. I would appreciate you passing the videos to the appropriate personnel, so that they can understand the need and importance of proper sound barrier to preserve the stress level of the people on Hesketh Court, and also to preserve our property values.

Please respond to let me know that you received these correspondence.

Thank

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December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Tuesday, July 17, 2018 8:53 AM
To: [REDACTED]
Cc: Sylvia Kirkwood; Sinke, David (david.sinke@woodplc.com); Stahl, Jason (jason.stahl@woodplc.com)
Subject: RE: Hesketh Court Caledon

Thank you [REDACTED] for your email. The study team has heard concerns about unacceptable noise levels from many residents in the community. As a next step of the study, we are reviewing all the received comments and will respond and address them as appropriate. We are also aware that the present sound barrier fence is not adequate.

I will contact you once we have reviewed all comments. If you wish to further discuss the matter or have any questions, please call me. My contact details are as below.

Regards,
Kant

Kant Chawla, MPlg, LLB, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

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

From: [REDACTED]
Sent: Tuesday, July 17, 2018 8:37 AM
To: Kant Chawla
Subject: Hesketh Court Caledon

Hi Kant,

My name is [REDACTED] and I live on Hesketh Court in Caledon..

I have been speaking with [REDACTED] who you have been in contact with in regards to the noise levels from the traffic on hwy 10 (basically the 410)....

I have been in touch many time with the MTO in regards to this matter and even invited them into my home to measure the sound. This was done about 2 years ago and at that time the calibrated decibel reader...to which the MTO brought....their findings showed when standing in the backyard the noise level was just below an acceptable amount....when upstairs in my home the reading was above the acceptable amount.

Now, I invite you to my home to do the same thing. Please be aware that the traffic flow has increased over the time and the noise level is steady...

I work from home and when I am on the phone people are able to hear traffic even with my windows closed. I

have replaced my windows and put in triple pane....this was not necessary as the windows were fine, but the noise made me eat the expense in hopes for improvement.

We do not even have an acceptable sound barrier fence where roads less traveled do, during the winter the off spray from the traffic is disgusting and leaves the windows covered in a white salty spray.....

I could drone on and on about this matter and to the fact I don't or can't even sit in the backyard because of all this.....

But please take my invite into consideration and evaluate the situation.....

Please feel free to contact me as I would love to chat while the traffic runs in the back ground.

Thank you for your time.



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From: [REDACTED]
Sent: Thursday, December 20, 2018 10:15 AM
To: Shams, Aniq
Cc: Kant.Chawla@caledon.ca; Sinke, David; Stahl, Jason; sheriboo@hotmail.com
Subject: Re: McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment: PIC Response

Thank you for your reply.

I would be most interested in knowing where the noise reading were done exactly....and what the exact readings were.

I was advised differently when noise readings were taken at my home....using a calibrated decibel reader...it was above the acceptable level...

On Dec 20, 2018, at 9:27 AM, Shams, Aniq <aniqa.shams@woodplc.com> wrote:

Hello [REDACTED]

Thank you for your comments regarding the information provided at the July 5, 2018 Public Information Centre (PIC) for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment. We appreciate your attendance at the PIC and have taken your comments into consideration. A formal response to your comments is attached.

If you have any questions or would like additional information, please contact:

Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Solutions
Tel: 905-584-2272, ext. 4293
E-mail: kant.chawla@caledon.ca

David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure
Tel: 905-335-2353, ext. 3024
E-mail: david.sinke@woodplc.com

Best regards,
Aniq

Aniq Shams, B.E.S. LEED Green Associate
Junior Environmental Planner
160 Traders Blvd E., Suite 110
Mississauga, ON L4Z 3K7
Office: +1 (905) 568-2929 ext. 4149
Mobile: (416) 357-2093
www.woodplc.com

<image001.png>



December 20, 2018

[REDACTED]

**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear [REDACTED]

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca

David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Friday, July 20, 2018 9:10 AM
To: [REDACTED]
Cc: Stahl, Jason (jason.stahl@woodplc.com); Sinke, David (david.sinke@woodplc.com);
Sylvia Kirkwood
Subject: RE: Phase II

[REDACTED] Thank you for your email ! We will review all the comments received and respond as appropriate. We have heard about concerns regarding traffic noise levels from other residents as well. As next steps, based on the comments we will review and refine our design and also discuss with the Ministry.

Regards,
Kant

Kant Chawla, MPlg, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

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

From: [REDACTED]
Sent: Thursday, July 19, 2018 4:09 PM
To: Kant Chawla
Subject: Phase II

Further to July 5, 2018 meeting, I wish to voice my concerns with respect to the noise on hwy 10. As a resident/owner on Hesketh Court for the past 16 years the traffic noise has increased immensely.

In looking at the proposed plans with the addition of the north and south ramp, the noise is going to increase even further. Is the Ministry planning on putting sound barrier walls and trees to block the noise. If not the value of our properties will decrease further. We already have issues with truck engine breaks during the night?

Your comments would be greatly appreciated.

Sent from my iPad

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December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 


Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,



Kant Chawla, MPiG, MCIP, RPP
Senior Transportation Planner
Town of Caledon
Tel. (905) 584-2272 ext. 4293
Email kant.chawla@caledon.ca



David Sinke, P.Eng.
Project Manager
Wood Environment & Infrastructure Solutions
Tel. (905) 335-2353 ext. 3024
Email david.sinke@woodplc.com



From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Tuesday, July 24, 2018 10:06 AM
To: [REDACTED]
Cc: Sylvia Kirkwood; Kyle Munro; Stahl, Jason (jason.stahl@woodplc.com); Peggy Tollett
Subject: RE: Mayfield West Phase 2

[REDACTED] thank you for your email and interest in the project ! Upon addressing the Interchange Design and access comments and considerations, the study team will coordinate with the appropriate staff members to review and address your request to ensure that we follow the laid protocols/bylaws.

Regards,
Kant

Kant Chawla, MPIg, MCIP, RPP
Senior Planner, Transportation | Policy & Sustainability Division
Community Services Department

Office: 905.584.2272 x.4293
Email: kant.chawla@caledon.ca

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From: [REDACTED]
Sent: Monday, July 23, 2018 7:42 PM
To: Kant Chawla; david.sinke@woodplc.com
Subject: Mayfield West Phase 2

To: Kant Chawla, MPIg, MCIP, RPP
Senior Transportation Planner
Town of Caledon

and

David Sinke, P.Eng.
Consultant Project Manager
Wood Environment & Infrastructure Solutions

Re: Municipal Class Environmental Assessment
For Widening of McLaughlin Road and
Construction of New East-West Spine Road
(Mayfield West Phase 2)

After attending the Public Information Centre open house on July 5, 2018, I learned that the road named "Hutchinson Farm Lane" will be eliminated as development occurs in the Mayfield West Phase 2 area. The Hutchinson family continue to be farmers in Peel County (dating back to the mid 1800's), and were owners of the farm property on Hurontario Street (currently on the west side of Hutchinson Farm Lane) until 2001 when the property was sold. I feel that naming another road in the network of new roads using the "Hutchinson" name would be a fitting way to reflect the heritage of the area and recognize the

agricultural roots.

Thank you for your consideration,



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From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: Thursday, July 26, 2018 3:35 PM
To: 'Stahl, Jason'
Subject: FW: East-West spine road comment form
Attachments: Scanned from a Xerox multifunction device001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

More comments !

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

From: 
Sent: Thursday, July 26, 2018 3:25 PM
To: 'david.sinke@woodplc.com'; Kant Chawla
Subject: East-West spine road comment form

Greetings,

Please find attached my comments and questions as per the information meeting.

Thanks in advance



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WOOD

**Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)
Municipal Class Environmental Assessment Study**

PUBLIC INFORMATION CENTRE

COMMENTS

The north bound exit to Valleywood/Hurontario even with lights added, cannot support the volume of traffic that will occur once the east-west spine road is completed.

With the Smart Centre land a circular exit under the Hurontario overpass offers a solution.

Valleywood residents would turn left at the lights and those going south would turn right.

It would also provide a longer ramp area to keep the back log at peak times from clogging the 410

The Town of Caledon welcomes your comments. Please drop your completed Comment Form in the box provided. You can also mail or email to either of the following individuals by **July 26,**

Kant Chawla, MPig, MCIP, RPP
Project Manager
Town of Caledon
6311 Old Church Road
Caledon, ON, L7C1J6
Tel: (905) 584-2272 ext. 4293
Email: kant.chawla@Caledon.ca

David Sinke, P.Eng.
Principal Transportation Engineer
Wood Environment & Infrastructure
3450 Harvester Road Suite 100
Burlington, ON, L7N3W5
Tel: (905) 335-2353 ext. 3024
Email: david.sinke@woodplc.com

Thank you for your participation. Please provide your contact information below.

Name: [Redacted]
Address: [Redacted]
City: [Redacted]
Postal Code: [Redacted]



December 20, 2018



**RE: Public Information Centre Comments
Municipal Class Environmental Assessment for Widening of McLaughlin Road and Construction of
a new East-West Spine Road (Mayfield West Phase 2)**

Dear 

Thank you for your comments regarding the information provided at the Public Information Centre for the McLaughlin and East-West Spine Roads Municipal Class Environmental Assessment held on July 5, 2018. We appreciate the time you took to attend the PIC and to provide input.

Input from stakeholders such as yourself, as well as all information gathered throughout the study from various sources, is taken into account when completing the preliminary design. Factors including, but not limited to safety (motorist and pedestrian), traffic delay, impact to properties, trees and vegetation, fisheries and wildlife habitat, noise and air quality, archaeology and cultural heritage, utilities, accessibility and transit are evaluated and assessed in the process.

In your comments, you noted a concern with the proposed new signal at the off-ramp from northbound Highway 410 to Valleywood Boulevard. You suggested that a new off-ramp should be constructed to relieve pressure on the intersection in question. As part of this study, a traffic assessment was completed which simulates future vehicle movements on a system wide basis, with full development constructed. Based on this study, the proposed signal and intersection improvements, including a second left turn lane, can accommodate the projected turning movements to the level-of-service required by MTO, and an additional off-ramp is not required.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

Kant Chawla, MPlg, MCIP, RPP
Senior Transportation Planner
Town of Caledon
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Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)

Municipal Class Environmental Assessment Study

PUBLIC INFORMATION CENTRE

COMMENTS

THE NORTH END OF HUTCHINSON FARM
LAND MUST REMAIN OPEN TO
ALLOW ACCESS TO OUR EXISTING
FRONT OF BUILDING PARKING LOT
FOR ACCESS FOR 11 SCHOOL BUSES
AND 70 CARS MORNING + NIGHT
TO DROP OFF AND PICK UP STUDENTS
AT START AND END OF SCHOOL
DAY, PLUS 35 STAFF AT SCHOOL.

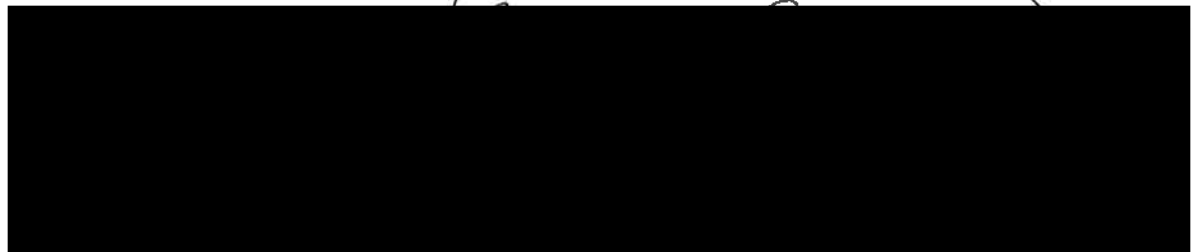
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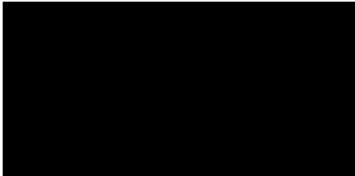


Do you wish to be added to our *Project Mailing List* to be kept informed about the study: YES / NO

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December 20, 2018



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In your comments, you expressed concern regarding impacts to the Brampton Christian School, specifically regarding impacts to Hutchinson Farm Lane and by extension access to the school. Access to Brampton Christian School will be maintained at all times. Depending on the relative timing of construction of the proposed interchange modifications and adjacent development, temporary realignment of Hutchinson Farm Lane and its connection to Hurontario Street may be required. Under fully developed conditions, access to the school will be from the new road network that will be constructed for the adjacent development.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

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**Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)
Municipal Class Environmental Assessment Study**

PUBLIC INFORMATION CENTRE

COMMENTS

→ Continue Etobicoke Creek Trail as it already goes to Lake Ontario

→ Need safe cycling infrastructure to allow safe connection

The Town of Caledon welcomes your comments. Please drop your completed Comment Form in the box provided. You can also mail or email to either of the following individuals by **July 26, 2018**:

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December 20, 2018

[REDACTED]

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You noted a concern regarding the Etobicoke Creek Trail and its current connection to Lake Ontario. The proposed interchange modifications will not affect the existing connection between the Valleywood community and the Etobicoke Creek Trail.

You also noted the need for cycling infrastructure to allow for safe connections to surrounding communities. As part of the EA Study, the Active Transportation aspect will examine the needs of the community and will recommend appropriate solutions balancing the needs and the fiscal constraints.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

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**Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)
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PUBLIC INFORMATION CENTRE

COMMENTS

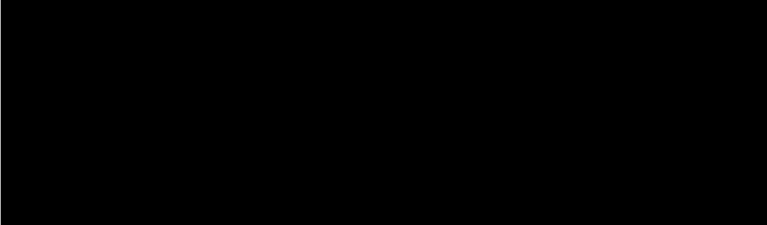
It is essential to maintain current access to Brampton Christian School via Hutchinson Farm Lane until an efficient alternate route is available.

The Town of Caledon welcomes your comments. Please drop your completed Comment Form in the box provided. You can also mail or email to either of the following individuals by **July 26, 2018**:

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Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

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Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)

Municipal Class Environmental Assessment Study

PUBLIC INFORMATION CENTRE

COMMENTS

Noise is my concern. I live on Hesketh and will back on to this new road being built. I am not okay with more noise due to a new road right behind my house. Please deal with the sound!

The Town of Caledon welcomes your comments. Please drop your completed Comment Form in the box provided. You can also mail or email to either of the following individuals by **July 26, 2018**:

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December 20, 2018

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In your comments you expressed concern with traffic noise levels under both current and future conditions. As part of this study, a noise impact study was completed to determine if the future interchange modifications would impact the Valleywood community. The study found that the increase in traffic noise would be under the threshold requiring additional noise mitigation measures, based on the MTO Environmental Guide for Noise (2006).

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

Kant Chawla, MP/Plg, MCIP, RPP
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**Widening of McLaughlin Road, Construction of new East-West Spine Road (Mayfield West Phase 2)
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PUBLIC INFORMATION CENTRE

COMMENTS

I've lived in Valleywood since -2004.
 They changed the #10/ Valleywood - INTERCHANGE.
 This -PROPOSAL IS "NOT" TO BENEFIT RESIDENTS
 OF VALLEYWOOD, BUT TO PEOPLE -WEST (NEAR -MCLAUGHLIN).
 AS A V.R.A. /BOARD- DIRECTOR ; I- OPPOSED
 THESE- CHANGES! TO-EXIT MY SUBDIVISION, I "WILL"
 HAVE TO CROSS-410, TO THE SPINE- INTERSECTION TO
 GO- NORTH. A EXTRA LEFT-TURN LANE (FROM MBD-410)
 NEEDS- TRAFFIC- LIGHTS. KEEP 'OUR' ENTRANCE- RAMP
 AT THESE LIGHTS!

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In your comments, you noted a concern regarding the planned removal of the left turn movement to the existing on-ramp to Highway 410 northbound, east of the Highway 410 overpass structure, and replacement with a northbound ramp accessible from a right turn movement west of the Highway 410 overpass structure. As part of this study, a traffic assessment was completed which simulates the vehicle movements on a system wide basis, with full development constructed. This study confirmed that from a traffic operations perspective, that the right turn northbound movement west of the bridge is preferred to the existing left turn movement east of the bridge.

Again, thank you for expressing your comments and concerns. If you have any further questions or comments please don't hesitate to reach out. We look forward to further correspondence with you as the study progresses.

Sincerely,

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