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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**APPENDIX C: CONSULTATION RECORD**

**PART 3: Correspondence Record**

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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**CANADIAN NATIONAL RAILWAY (CN) CORRESPONDENCE**

---



---

**From:** Raymond Beshro [<mailto:Raymond.Beshro@cn.ca>]  
**Sent:** December-20-16 2:52 PM  
**To:** Wolf, Brian  
**Cc:** Kwan, Tim; Jim, Katherine; Ahmed, Neil  
**Subject:** RE: Notice of Commencement - Langstaff Road

Brian, thank you for this info.

We'll be sure to coordinate with Stefan.

Regards.

---

**From:** Wolf, Brian [<mailto:Brian.Wolf@york.ca>]  
**Sent:** Tuesday, December 20, 2016 2:49 PM  
**To:** Raymond Beshro <[Raymond.Beshro@cn.ca](mailto:Raymond.Beshro@cn.ca)>  
**Cc:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Jim, Katherine ([JimK@mmm.ca](mailto:JimK@mmm.ca)) <[JimK@mmm.ca](mailto:JimK@mmm.ca)>; [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)  
**Subject:** RE: Notice of Commencement - Langstaff Road

Raymond,

In response to your email below, we are following the Class Environmental Assessment process under Schedule C per the Environmental Assessment Act. At this very early stage of the process, there are no set near-term deadlines for comments. The current high-level schedule for the project is as follows:

- Notice of Study Commencement – December 2016
- Public Consultation Centre No. 1 – April 2017
- Public Consultation Centre No. 2 – March 2018
- Public review of final Environmental Study Report – October 2018

Please be aware, the project team has already reach-out to a CN contact, Mr. Stefan Linder, and we are in the process of setting up an initial consultation meeting.

Please feel free to contact me at any time if you have an question/comments.

Thank you.

**Brian Wolf, P. Eng.** | Senior Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext.75543 | [brian.wolf@york.ca](mailto:brian.wolf@york.ca) | [www.york.ca](http://www.york.ca)

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---

**From:** Raymond Beshro [<mailto:Raymond.Beshro@cn.ca>]  
**Sent:** Tuesday, December 20, 2016 12:01 PM  
**To:** roads.ea  
**Cc:** Wolf, Brian; Kwan, Tim  
**Subject:** RE: Notice of Commencement - Langstaff Road

Cathy, thank you very much.

Brian and/or Tim, I look forward to your response.

Regards,



Raymond Beshro - OUQ, MCIP  
Senior Officer - Community Planning and Development  
Agent principal - Planification et développement communautaires  
[raymond.beshro@cn.ca](mailto:raymond.beshro@cn.ca)  
514-399-7627

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**From:** roads.ea [<mailto:roads.ea@york.ca>]  
**Sent:** Tuesday, December 20, 2016 12:00 PM  
**To:** Raymond Beshro <[Raymond.Beshro@cn.ca](mailto:Raymond.Beshro@cn.ca)>  
**Cc:** Wolf, Brian <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Subject:** FW: Notice of Commencement - Langstaff Road

Hello Raymond,

Following up regarding the Langstaff Road EA Study and Notice of Commencement, below and CC'd in this email is the contact information for the project team leading the study. They will be able to answer any questions you have about the study timelines.

Brian Wolf, Senior Project Manager 1-877-464-9675 ext. 75543, [brian.wolf@york.ca](mailto:brian.wolf@york.ca)  
Tim Kwan, Design Technologist 1-877-464-9675 ext. 73177, [tim.kwan@york.ca](mailto:tim.kwan@york.ca)

Thank you

**Cathy Downard Parmer**

Communications and Community Engagement Specialist, Capital Planning & Delivery,  
Transportation Services

---

The Regional Municipality of York | 90 Bales Drive East| East Gwillimbury  
O: 1-877-464-9675 ext. 75560 | C: 905-716-0383 | [cathy.parmar@york.ca](mailto:cathy.parmar@york.ca) | york.ca  
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---

**From:** Raymond Beshro [<mailto:Raymond.Beshro@cn.ca>]  
**Sent:** Monday, December 19, 2016 4:23 PM  
**To:** roads.ea  
**Subject:** Notice of Commencement - Langstaff Road

Hi Cathy,

I'm CN's Officer for Community Planning and Development. I've exchanged with some of your colleagues in recent months on the proposed Langstaff Road extension. We recently saw the notice of commencement in the newspaper. Could you please advise what the deadline for commenting is? Also, if you have an overview of the EA process with timelines, that would be greatly appreciated.

Thanks,



Raymond Beshro - OUQ, MCIP  
Senior Officer - Community Planning and Development  
Agent principal - Planification et développement communautaires  
[raymond.beshro@cn.ca](mailto:raymond.beshro@cn.ca)  
514-399-7627

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## Dabagh, Nadia

---

**From:** Dimeji Olawuwo <Oladimeji.Olawuwo@cn.ca>  
**Sent:** September 7, 2021 6:39 PM  
**To:** Kwan, Tim; Michael Vallins; Wong, Colin; Dabagh, Nadia; George-Hiebert, Rhonda; Katherine Jim  
**Cc:** Julianne Threlfall; Mingming Hua  
**Subject:** RE: Langstaff Road EA - CN Meeting  
**Attachments:** CN Langstaff EA Assessment Memo.pdf; Letter\_CN\_Langstaff Grade Sep EA Review Report.pdf

Hi Tim,

Attached is a copy of a memo addressed to the Region as well as the Assessment review report generated through the culminated efforts of the CN Team along with CN's design consultant, HDR. The report addresses York Region's Langstaff EA and also summarizes CN's collective findings and conclusion. Both items having gone through legal review as well as senior leadership approval before forwarding to you.

We trust that this correspondence is satisfactory and has addressed the Region's request.

Thank you,



### Dimeji Olawuwo

---

Senior Officer, Public Works | Engineering - Eastern Canada  
T: 905-669-3242 | C: 416-605-9196

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---

**From:** Kwan, Tim <Tim.Kwan@york.ca>  
**Sent:** Tuesday, September 07, 2021 5:27 PM  
**To:** Michael Vallins <Michael.Vallins@cn.ca>; Dimeji Olawuwo <Oladimeji.Olawuwo@cn.ca>; Wong, Colin <Colin.Wong@york.ca>; Dabagh, Nadia <Nadia.Dabagh@wsp.com>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Katherine Jim <Katherine.Jim@cima.ca>; Julianne Threlfall <Julianne.Threlfall@cn.ca>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Dimeji,

I just received Michael's out of office reply and he's away until Sept 20.

In his absence, could you please assist with these comments?

Please feel free to call me if necessary to discuss.

Thanks,  
Tim



August 27, 2021

Tim Kwan  
Program Coordinator  
Special Projects and Initiatives  
Region of York

Via email – Tim.Kwan@York.ca

**Re: Langstaff Road Environmental Assessment – CN Feedback**

The following is in response to the request for CN to consider the crossing of Langstaff Road over CN's Macmillan Yard. For context MacMillan Yard is one of Canada's busiest rail yards. CN's review considered not just the feasibility of the project from a construction perspective, but also future maintenance and access requirements. In addition to the above, it is important to recognize the impacts to the yard from a customer service perspective. There are both temporary and permanent impacts with the proposal that would leave CN unable to meet service commitments for both CN's customers and the supply chain across Canada.

Throughout CN's conversations with the Region on this issue, we have identified serious concerns with the proposed approach, dating back to 2012.

In the spirit of collaboration after being requested by the Region of York to review this project again, CN retained a consultant to support a review. The consultant (HDR) was hired by CN to prepare a summary report to detail CN's position following this review.

The findings of the report conclude that CN cannot support any crossing of MacMillan Yard, this includes Langstaff Road as proposed. The concept creates serious safety concerns from construction through completion and the proposal only further highlights the detrimental impact piers within a rail yard, reduction in tracks and overall yard capacity would have to CN's network and service abilities.

Attached is a summary report prepared by HDR summarizing the additional considerations required for estimating the actual cost and timelines of the project.

Sincerely,

A handwritten signature in black ink that reads "Carole Morey". The signature is written in a cursive, flowing style.

Carole Morey  
AVP, Capital Cost Management, Environment and Design & Construction



# CN MacMillan Yard

Proposed Langstaff Grade Separation EA  
Review Summary

Contract No. HDRR-2018-001

HDR: 10141471

*1 Administration Rd, Concord, ON  
L4K 1B9*

June 18, 2021



# 1 Introduction

The Region of York (Region) and Canadian National (CN) have worked collaboratively on many past projects and have both learned to appreciate and respect the unique challenges that must be overcome when constructing over and adjacent to a live railway. Although those lessons are applicable to all railway projects, the current project that the Region is proposing to undertake through MacMillan Yard brings many more complexities and additional challenges that exponentially increase the difficulty, duration and cost of the project. As a result, CN has undertaken a study to review for itself the feasibility of the proposed preferred grade separation option presented by the Region.

This letter report summarizes the findings and conclusion of the meeting held by CN Operations, Engineering, Public Works and HDR Corporation (HDR) on June 3<sup>rd</sup>, 2021 at 1300 EST in relation to the Region's Langstaff Road Class Environmental Assessment Weston Road to Highway 7 (EA).

# 2 Review

CN retained HDR to review the Region's EA presentation and the proposed steel box girder bridge conceptual layout through CN MacMillan yard (Yard). The meeting was attended by members of CN's Engineering, Public Works and Operations teams and the HDR project team, to provide a comprehensive review of the Region's proposed structure and the impacts it has on the current and future operations.

## 2.1 Review Criteria

The review was based on the following criteria to assess the risks to the CN operation:

- Overall site safety for the contractor as well as CN operations & personnel.
- Impacts to Yard surveillance and security (vantage points, train movements, volumes and contents)
- Impacts to sightlines and equipment clearances.
- Pier protection.
- Construction access (pier construction site access, construction equipment constraints, crossing review and constructions, flagging requirements, escort requirements).
- Cost to construct within an active rail right-of-way.
- Delays to construction from train movements and delays to train movements from construction activities (suspended loads).
- Temporary and permanent loss of Yard tracks and/or fluidity of train movements on key classifications yards, inbound/outbound yards and lead tracks.
- Potential for temporary and permanent revenue loss.

- Permanent maintenance requirements for final infrastructure based on above criteria.

## 3 Review Findings

The following points summarize the result of the detail concept review:

- The EA presentation does not discuss many fundamental future impacts associated with the proposed structure such as safety of the public, safety of rail operations, impacts to CN due to future maintenance (inspections, minor repairs and major rehabs); more specifically how to address:
  - Surface runoff (including snow removal) from draining/falling into the Yard.
  - Pedestrians accessing, viewing or impacting CN operations.
  - Incidents/accidents impacting the CN operation in the yard.
  - Maintenance and repair/rehabilitation strategy
  - Anti-terrorism precautions
- The EA presentation does not appear to consider/discuss the challenges and complexities of construction works of this scale being undertaken in one of Canada's largest classifications yards. There are hundreds of train movements per day (~5-10x more than a busy mainline), unprotected grade crossings, blocked crossings, hundreds of staff working the yard at a time, unique train protection requirements to name a few. The cost associated with construction productivity impacts, construction delays associated with Yard operations and downtime for train movements should be considered when estimating project costs and selecting a preferred option.
- The railway does not permit train movement under unsecured loads. The erection or launching of the spans would cause complete shutdowns of the yard.
- The installation of piers would both temporarily and permanently reduce capacity on inbound tracks, outbound tracks, maintenance tracks, classification tracks, and inspection tracks to name only a few, all of which are fundamental to the operation of the yard. Furthermore, the Yard would lose critical operational flexibility, placing undue burden on operating plans which would have a direct negative impact on the company's performance. Limiting the ability of CN operations as described above, even slightly, will place a restriction on daily capacity, throughput in the short term and reduce potential future improvements of the Yard to allow the company to grow and adapt with future market demands.

## 4 Conclusion

CN's MacMillan Yard is one of the largest rail classification yards in Canada, handling more than 2,000 railcars per day. The Yard plays a vital role in the transportations of goods throughout the North American economy, such that any negative influence on the current



operating plan would incur an enormous financial impact to CN as a company with immediate effects to the shipment of freight across North America.

CN offers the following comments based on our review of the project:

- CN cannot accommodate any grade separation options that would have piers in the Yard.
- Future cost estimates should clearly identify costs associated with temporary and permanent revenue loss to the railway company.
- CN would require more details with respect to public safety, maintenance, isolation of accidents from the yard, anti-terrorism measures before reviewing other options further.
- CN would like to understand how any future options are planned to be constructed without negatively impacting its operations or safety policies.

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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---

**From:** Kwan, Tim  
**Sent:** Tuesday, September 7, 2021 5:22 PM  
**To:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Thanks Michael!

I hope you had a wonderful long weekend to relax before the kids are off to school.

This is just a gentle reminder regarding CN's comments. Please advise if the Region may expect them shortly, perhaps by tomorrow?

Thank you,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Sent:** Wednesday, September 1, 2021 3:26 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Thanks Tim,

We are expecting to respond this week. Gentle reminder is acceptable if we don't.

Michael

---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Wednesday, September 01, 2021 2:26 PM  
**To:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Thanks Michael.

We'll eagerly wait for your response.

Please also allow me to send a gentle follow up if we don't hear back next week.

Thank you and enjoy the long weekend!

Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Sent:** Tuesday, August 31, 2021 4:00 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hold tight. Coming very shortly.

---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>

**Sent:** Tuesday, August 31, 2021 3:35 PM

**To:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>

**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Michael and Dimeji,

Sorry that I caught you at a bad time. I just left a message regarding the email below.

Would you be able to provide an update on CN's comments?

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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---

**From:** Kwan, Tim

**Sent:** Wednesday, August 25, 2021 5:11 PM

**To:** Michael Vallins ([Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)) <[michael.vallins@cn.ca](mailto:michael.vallins@cn.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>

**Subject:** RE: Langstaff Road EA - CN Meeting

Thanks Michael,

I hope you've been enjoying the wonderfully hot summer.

Sorry for the late follow up. Your attention to this project has been very much appreciated.

We would like to provide you with an update on the progress of the EA. We are aiming to have the EA circulated for Final Review by September 13, 2021. This will be the last stakeholder review before filing the EA.

In order to provide a comprehensive draft for the Final Review, we would like to **request for CN's comments by next week** to allow sufficient time to incorporate prior to distribution.

Please feel free to reach out to me if there are any concerns with this request or timing.

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Sent:** Monday, July 12, 2021 3:44 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Julianne Threlfall <[Julianne.Threlfall@cn.ca](mailto:Julianne.Threlfall@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Tim,

We have our comments and report from the consultant compiled. There is still an internal review in process. We have followed up to see when this will be complete and will give you an update.

Michael

---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Friday, July 09, 2021 5:08 PM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Michael and Dimeji,

I just wanted to follow up on my voicemail to you both sent yesterday.

Could you please provide an update on the compiled comments from CN?

Thanks and have a great weekend!

Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim

**Sent:** Wednesday, June 23, 2021 9:28 AM

**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Michael and Dimeji,

Hope you both had a wonderful Father's Day weekend.

Can I please follow up with you on the status of CN's compiled comments? My apologies for the frequent emails, as we are trying to be cognizant of our quickly approaching filing deadline.

Please feel free to contact me if there are any further questions or concerns

Thanks,

Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Friday, June 11, 2021 5:39 PM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** Re: Langstaff Road EA - CN Meeting

Hi Michael,

Thank you for the update. It's much appreciated!

We'll look forward to the report next week.

Thanks and have a wonderful weekend!  
Tim

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**From:** Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Sent:** Friday, June 11, 2021 5:33:16 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Tim,

Following up. We had hoped to have comments to you by week's end.

HDR has compiled a report, and CN is in process of compiling our comments and edits. Its taken a little longer than anticipated.

We are looking to get this out to you early next week.

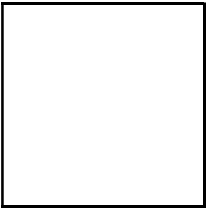
Your patience is appreciate.

Regards,

Michael

**Michael Vallins**

---



Manager, Public Works | Engineering - Eastern Region  
T: **905-669-3264** | C: **416-529-0167**  
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---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Tuesday, June 08, 2021 10:54 AM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Thanks Dimeji, again for all the help.  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Sent:** Tuesday, June 8, 2021 10:52 AM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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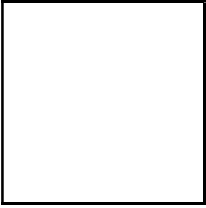
Thanks Tim,

Summary below is accurate. CN 's position remains the same on the alternatives provided in the EA Report. Mike and I to finalize comments with CN's consultant (HDR) on item

I'm hoping we can get the finalized report back to you before the end of the week,



Dimeji



## Dimeji Olawuwo

---

Senior Officer, Public Works | Engineering - Eastern Canada

T: 905-669-3242 | C: 416-605-9196

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---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>

**Sent:** Tuesday, June 08, 2021 10:48 AM

**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>

**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Dimeji,

Thank you so much for the update this morning!

**Colin and Jian** – Please see below the update on the status of CN's comments.

1. Plans to review HDR draft comments tomorrow.
2. Yard Operation's comments will be included in the draft comments.
3. Yard Operation's position remains the same regarding the bridge across the yard.
  - a. Loss of revenue
  - b. Concerns from other groups using the yard
  - c. Impact to access
  - d. Track closures
4. CN is aiming to provide comments to the Region by the end of the week.

Thanks,

Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives

Capital Planning and Delivery Branch, Transportation Services Department

Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim

**Sent:** Monday, June 7, 2021 5:00 PM

**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Dimeji,

Sorry I missed your call last week, and thank you for leaving a message. Can I please follow up on your message as you noted there is an update to CN's comments?

Could you please provide an update? Please feel free to give me a call is that's easier.

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim  
**Sent:** Monday, May 10, 2021 11:34 AM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Dimeji and Michael,

Hope you both had a wonderful weekend and had a chance to enjoy the weather.

Did you get an opportunity to discuss the comments and timelines with your Yard Operations and Consultant?

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim  
**Sent:** Tuesday, May 4, 2021 12:31 PM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Dimeji and Michael,

Following up from the last correspondences, was there an opportunity to meet with HDR regarding the commenting timelines?

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Kwan, Tim  
**Sent:** Monday, April 26, 2021 12:32 PM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Dimeji,

Thank you so much for following up on the remaining comments!

I must apologize in advance, but I hope it's ok if I can follow up with you and Michael on a weekly basis regarding the status of the comments. I'll try to keep it to a short email on Mondays.

Please let me know if there are any questions you may have from us.

Thanks,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>  
**Sent:** Friday, April 23, 2021 4:40 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

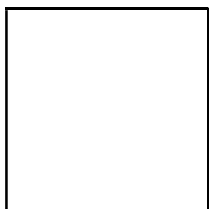
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Hi Tim,

We've had a quick internal discussion today with all parties(CN Yard Operations). In order to finalize the comments, I've set up another meeting with our consultants (HDR) for next week Tuesday .

The outcome of that meeting will provide a timeline for the delivery of the comments back to your team,

Thank you,



## Dimeji Olawuwo

Senior Officer, Public Works | Engineering - Eastern Canada  
T: **905-669-3242** | C: **416-605-9196**  
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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Tuesday, April 20, 2021 11:29 AM  
**To:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

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Hi Dimeji,

Thank you for the phone conversation this morning.

I hope this email sufficiently summarizes our discussions and will assist with your internal follow up.

We are still scheduled to file this ESR in July/August of this year. With roughly 3 months left, we would like to follow up on CN's comments so we may incorporate it into the ESR. My understanding is that the remaining CN Stakeholder is from Operations to provide comments. If that's the case, will it be possible to expedite their involvement to assist with our filing timeline?

Please feel free to reach out to me if there are any questions.

Thank you,  
Tim

**Tim Kwan**, P.Eng, PMP | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Guan, Jian  
**Sent:** March-22-21 3:41 PM  
**To:** Dimeji Olawuwo <[oladimeji.olawuwo@cn.ca](mailto:oladimeji.olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting  
**Importance:** High

Hi Michael and Dimeji,

Just following up on Katherine's email below. In order to incorporate/document any comments from CN in the draft ESR that is scheduled be filed in July/August this year, it would be greatly appreciated if you can provide your comments by the end of March 2021.

Can you please provide a status of your review and let us know If you are able to meet with us next week?

Thank you,

**Jian Guan, P.Eng.**  
Project Engineer | Transportation Planning



610 Chartwell Rd, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2493  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
Email: [jian.guan@wsp.com](mailto:jian.guan@wsp.com)

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

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**From:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>  
**Sent:** March-03-21 3:42 PM  
**To:** Dimeji Olawuwo <[oladimeji.olawuwo@cn.ca](mailto:oladimeji.olawuwo@cn.ca)>; Michael Vallins <[Michael.Vallins@cn.ca](mailto:Michael.Vallins@cn.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Michael and Dimeji,

We noted that Dimeji was not able the call today; the Project Team waited on the call for about 15 min and recognized that Michael is also not available.

We will re-schedule another meeting in the next couple of weeks (for now, tentatively March 17).

Please note the Project Team is wrapping up the technical work based on the recommended alternative forward to CN for review and comment. In our teleconference in December 2020, CN has acknowledged that the Project Team may proceed to completing the structural and drainage work as such.

York Region has advised the intension to file the ESR in summer 2021 (i.e. July/August timeframe). We kindly ask CN to submit comments to the Project Team as soon as possible so we can incorporate into the draft ESR which we are preparing at the moment.

Please let us know if you have any questions.

Thanks,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Senior Project Manager | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2511  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
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---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** March 3, 2021 1:09 PM  
**To:** Dimeji Olawuwo <[oladimeji.olawuwo@cn.ca](mailto:oladimeji.olawuwo@cn.ca)>  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>  
**Subject:** RE: Langstaff Road EA - CN Meeting

Hi Dimeji,

Do you know if Michael is calling in today?

Thanks,

Jian

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

**From:** Dimeji Olawuwo <[Oladimeji.Olawuwo@cn.ca](mailto:Oladimeji.Olawuwo@cn.ca)>

**Sent:** March-03-21 12:36 PM

**To:** Guan, Jian

**Subject:** Declined: Langstaff Road EA - CN Meeting

**When:** March-03-21 2:30 PM-4:30 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** MS Teams

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-LAEmlHhHzdJzBITWfa4Hgs7pbKl

## Dabagh, Nadia

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**From:** Kwan, Tim <Tim.Kwan@york.ca>  
**Sent:** September 29, 2021 2:38 PM  
**To:** carole.morey@cn.ca; Dimeji Olawuwo; Michael Vallins; Wong, Colin; Dabagh, Nadia; George-Hiebert, Rhonda; Katherine Jim; MacKay, Doug; Acquaah, Paul  
**Cc:** Julianne Threlfall; Mingming Hua; Marin, Jackson; Alibhai, Salim  
**Subject:** Langstaff Road EA - Response to CN's Memo and Review Summary Report  
**Attachments:** Langstaff Road EA - Cover Letter\_CNR\_EA\_Study\_ltr\_28Sept2021.pdf; Langstaff Road EA - Letter to CN\_September 28 2021.pdf

Hello Ms. Morey,

Thank you for your memo, as well as to CN's collaboration and support throughout the Langstaff Road EA. We greatly appreciate CN's continued efforts in providing comments and feedback on this project.

Attached is a copy of the Region's cover letter and the enclosed response letter prepared by the Region's consultant, WSP. The attachments are in response to CN's Memo (Dated August 27, 2021) and the Proposed Langstaff Grade Separation EA Review Summary report (Dated June 18, 2021), received on September 07, 2021.

We're determined to build on the positive working relationship with CN, and will continue to consult with you following the completion of the Langstaff Road Municipal Class Environmental Assessment (MCEA) Study.

Thank you again for CN's valuable time and contribution on the Langstaff Road MCEA Study. We look forward to further collaborating with CN on this project.

Best regards,  
Tim

**Tim Kwan, P.Eng., PMP** | Program Coordinator, Special Projects and Initiatives  
Capital Planning and Delivery Branch, Transportation Services Department

-----  
The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604 | [tim.kwan@york.ca](mailto:tim.kwan@york.ca) | [york.ca](http://york.ca)

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September 28, 2021

Via email [carole.morey@cn.ca](mailto:carole.morey@cn.ca)

Carole Morey  
Assistant Vice President  
Capital Cost Management  
Environmental and Design & Construction  
Canadian National Railway

**Re: Regional Municipality of York  
Langstaff Road Municipal Class Environmental Assessment Study  
Weston Road to Highway 7  
Our File No: T02(C) 9954, 99805, 99806**

---

Dear Ms. Morey,

The Regional Municipality of York would like to thank CN for their continued support and collaboration on the Langstaff Road Municipal Class Environmental Assessment (MCEA) Study which has been ongoing since late 2016.

The attached letter from York Region's consultant, WSP, has been prepared in response to the most recent letter from CN dated August 27, 2021 (received via email on September 7, 2021) regarding the comments / summary report noting CN's position and comments on the above-noted study. The letter summarizes the consultation efforts between York Region, the Project Team and CN during the Langstaff Road MCEA Study.

York Region values the long working relationship between the Region and CN on many infrastructure projects in the Region, including the Langstaff Road MCEA Study. Projects such as the Highway 7 crossing over CN MacMillan Yard, as well as the Rutherford Road railway crossing (between Keele Street and Jane Street) demonstrate the successful partnership between York Region and CN in the planning, design and implementation phases of these infrastructures. The Region looks forward to continuing a positive working relationship with CN.

Within the context of the Langstaff Road MCEA Study, the Project Team has developed the CN MacMillan Yard crossing alternatives based on input from CN and best available information at the time of the study in combination with the relevant technical expertise.

The concerns expressed by CN through the Langstaff Road MCEA Study and in the August 27, 2021 letter have been incorporated and addressed at a level that is suitable in the context of a planning study through the development of the general arrangement of the structure, landscape plan, stormwater management strategy and construction cost estimate.

The extension of Langstaff Road through the CN MacMillan Yard is a long-term initiative for York Region. Many of the design details highlighted in your letter are appropriate to have addressed later during the detailed design phase and will adhere to the most current design guidelines and regulations at that time. The Region is committed to continued consultation with CN following completion of the Langstaff Road MCEA Study through future design phases.

On this basis, York Region and the Project Team would like to arrange a meeting with CN to confirm the next steps and commitments during detailed design. Please note that York Region is proceeding with completion of the Langstaff Road MCEA Study through the preparation of the Environmental Study Report (ESR). A copy of the ESR, the preliminary design, and the associated technical background reports will be provided to CN upon filing.

Sincerely,



for

Doug Mackay, P.Eng.  
Manager, Engineering

Copy to: Julianne Threlfall, Senior Manager of Public Works, System Engineering, CN  
Michael Vallins, Manager, Public Works, Engineering – Eastern Region, CN  
Dimeji Olawuwo, Senior Officer, Public Works, Engineering - Eastern Region, CN  
Colin Wong, Senior Project Manager, York Region  
Tim Kwan, Program Coordinator, York Region  
Rhonda George-Hiebert, Manager, Transportation Planning, WSP  
Katherine Jim, Senior Project Manager, CIMA+



September 28, 2021

Colin Wong, P.Eng.  
Senior Project Manager  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1

**Re: Regional Municipality of York  
Langstaff Road Municipal Class Environmental Assessment Study  
Weston Road to Highway 7  
WSP File Number: 16M-01457-01  
York Region File Number: TR99540, TR99805, TR99806**

Dear Mr. Wong,

The Langstaff Road Municipal Class Environmental Assessment Study (MCEA) has been ongoing since late 2016. Consultation has been a key component of the Langstaff Road MCEA Study and technical agencies, such as CN, has been consulted throughout the course of the study. The Project Team has worked collaboratively with CN regarding the development of the proposed crossing across the CN MacMillan Yard.

The Project Team appreciates CN's time and effort in meeting with the project team and for their continued effort in collaboration on this study including the comments provided in the most recent letter dated August 27, 2021 (received via email on September 7, 2021). This letter summarized how York Region and the Project Team have addressed and are committed to ongoing consultation with CN regarding the Langstaff Road MCEA Study.

### **Study Background and the Need for Langstaff Road Improvements**

York Region is the third largest municipality in Ontario and one of the fastest growing regions in Canada. Based on provincial growth targets, the Region expects its population to grow by over 90% from 2011, to a population of 2,020,000 by 2051. Employment is projected to grow by over 85% from 2011, to 990,000 by 2051.

Langstaff Road is a major Regional east-west arterial road, designated as part of York Region's Strategic Goods Movement Network and Frequent Transit Network. It is strategically located within an intensifying employment area, and in

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close proximity to the Vaughan Metropolitan Centre and other primary growth areas in the City of Vaughan.

The role and function of Langstaff Road in York Region's future transportation network is severely limited by: 1) the lack of connection across the CN MacMillan Rail Yard between Keele Street and Jane Street; 2) the restricted access to Highway 400; 3) the need for additional road capacity to serve employment areas; and 4) the at-grade crossing of the GO Transit Barrie Line east of Keele Street.

The above noted limitations on Langstaff Road will continue to create additional pressure on adjacent east-west arterial routes and interchanges at Rutherford Road and Highway 7.

Improvements to Langstaff Road are necessary to accommodate long term travel demands, support key growth policies, maximize the potential of employment areas and support the goods movement network. An efficient transportation network is key to supporting future growth in York Region and the City of Vaughan. In recognizing the role of Langstaff Road in the overall Regional road network, York Region's Transportation Master Plan (2016) has already identified the need for future improvements on the corridor including a crossing across the CN MacMillan Yard. The Region's Transportation Master Plan was endorsed by Regional Council.

There is an opportunity to significantly improve the overall function of Langstaff Road in the Regional transportation network, facilitate more efficient movement of people, vehicles and goods, improve access to transit and provide sustainable transportation choices by linking the active transportation network.

Through the MCEA Study, the Project Team assessed and evaluated different alternative solutions to address the problems and opportunities noted above. The range of alternative solution included "Do Nothing", Transportation Demand Management, Alternative Modes of Transportation, Operational Improvements, Upgrade Parallel Roads Beyond Planned Improvements, as well as Langstaff Road and Highway 400 Interchange Improvements. Based on the assessment and evaluation, the Preferred Planning Solution carried forward includes a combination of:

- ▶ **Add New Lanes:** Widen Langstaff Road to provide increased traffic capacity by adding new lanes to optimize traffic flow (six lanes).
- ▶ **Langstaff Road Connection:** Construct Langstaff Road link across the CN MacMillan Rail Yard.
- ▶ **Grade Separation with GO Transit Barrie Line:** Construct a grade separation at the Langstaff Road and Metrolinx GO Barrie Line
- ▶ **Intersection Improvements:** Consideration of turning lanes, traffic signal timing optimization, etc.
- ▶ **Alternative Modes of Transportation:** Provision of or improvements to pedestrian and cycling facilities. Improvements to transit system (e.g. improved transit amenities).

Collectively, the proposed improvements noted above will provide a comprehensive solution to address transportation needs on Langstaff Road in



supporting future growth and development in the City of Vaughan and York Region.

**Consultation with CN**

Given the central geographic location of the CN MacMillan Yard to the Langstaff Road MCEA study area and the importance of the Yard’s operation to its North American customers, CN has been one of the key stakeholders on the Langstaff Road MCEA Study since its commencement in late 2016. The Project Team met with representatives from CN through all phases of the MCEA study process. The table below summarizes key meeting dates and discussion items. CN had the opportunity to provide feedback at each meeting and touch point.

| MCEA Phase / Meeting Date  | Key Discussion Items   |
|--|--|
| <p><b>Phase 1 MCEA: Problems and Opportunities</b></p> <p><b>Phase 2 MCEA: Alternative Solutions</b></p> |  |
| <p>Meeting 1<br/>January 20, 2017</p>  | <ul style="list-style-type: none"> <li>• Project start up</li> <li>• Study introduction and background</li> <li>• Need and justification for Langstaff Road improvements including crossing of CN MacMillan Yard</li> <li>• Key challenges at CN MacMillan Yard including CN site operation and history of the yard</li> </ul>   |
| <p>Meeting 2<br/>May 15, 2017</p>  | <ul style="list-style-type: none"> <li>• High level CN Yard crossing concept alignment</li> <li>• Consultation strategy with CN</li> <li>• Key challenges at CN MacMillan Yard including operational security, CN’s preference to have no new piers in the yard; however, should a structure be proposed, it must have sufficient horizontal and vertical clearance, and piers are to have sufficient offset to adjacent tracks, as well as other notes regarding expectations during construction.</li> </ul> |
| <p>Meeting 3<br/>June 29, 2017</p>   | <ul style="list-style-type: none"> <li>• Reconfirmed need and justification for Langstaff Road improvements including crossing of CN MacMillan Yard based on traffic analysis findings and supporting planning policies.</li> <li>• Three concepts CN Yard crossing alternatives – north, central, and south alignments.</li> </ul>  |

| MCEA Phase / Meeting Date                        | Key Discussion Items  |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Key challenges at CN MacMillan Yard associated with each concept alignment in relation to CN operation.</li> <li>• While CN has noted their preference to not have a crossing in the MacMillan Yard, CN advised to focus on south alignment option as the north and central alignments will have significant impact to the operations and are considered “no touch” zones.</li> <li>• The Project Team to also explore a tunnel option.</li> </ul>   |
| <b>Phase 3 MCEA: Alternative Design Concepts</b> |   |
| Meeting 4<br>November 1, 2017                    | <ul style="list-style-type: none"> <li>• Reviewed three conceptual CN MacMillan Rail Yard crossing alternatives based on a south alignment option per CN input at Meeting 3 June 29, 2017.</li> <li>• The tunnel option (central alignment) was discussed at a high level.</li> <li>• Key challenges at CN MacMillan Yard: pier offset requirement, impacts to existing and potential future tracks, yard operation, etc.</li> <li>• York Region reiterated that the Project Team would like to have a “win-win” situation for both CN and York Region and asked CN to consider any potential yard improvement that may be considered as part of the study.</li> </ul>  |
| Meeting 5<br>May 28, 2018                        | <ul style="list-style-type: none"> <li>• Reconfirmed need and justification for Langstaff Road improvements including crossing of CN MacMillan Yard.</li> <li>• Reviewed five CN MacMillan Rail Yard crossing alternatives (different structure types and the tunnel option) and associated evaluation of alternatives. The evaluation accounted for factors in CN operation, structure engineering, socio-economic, transportation and other considerations, as well as construction cost. Among the sub factors the ones specific to CN operations include: structure type and requirement, constructability, construction access, CN daily operation impact, CN internal access road impact, yard security, flexibility for future track relocation, utilities impact, and maintenance/inspection accessibility.</li> <li>• The steel box girder (long span) bridge along the south alignment (namely Alternative 1A) was</li> </ul> |



| MCEA Phase / Meeting Date  | Key Discussion Items  |
|--|---|
|  | <p>identified as the preliminary preferred by the Project Team.</p> <ul style="list-style-type: none"> <li>It was acknowledged significant planning will be required to coordinate construction activities.</li> </ul>  |
| <p>Information package to CN<br/>June 18, 2018</p>   | <p>Subsequent to Meeting 5 on May 28, 2018, the following were provided to CN via email / file transfer dated June 18, 2018 for further review and comment.</p> <ol style="list-style-type: none"> <li>CN Meeting #5 Minutes</li> <li>CN Crossing Alternatives Evaluation Table</li> <li>Alternative 1A Feasibility Evaluation Memo</li> <li>CN Meeting #5 Presentation (the typical CN Crossing Overpass cross-section on Slide 17 was updated to include the visual screening treatment per CN request at Meeting #5).</li> <li>CN Crossing Alternatives Plan and Profile Drawing</li> <li>CN Crossing Tunnel Option Memo</li> </ol> <p>In response to CN's concerns noted in previous meetings, the "Alternative 1A Feasibility Evaluation memo" (i.e. Item 3 above) was prepared by WSP rail specialists following two internal workshops. The memo documented the assessment of the preliminary preferred CN crossing concept design and addressed (on a planning level) issues related to design, construction, interference with operations and impact on flexibility to modify operations, railway specific construction contract criteria, as well as an assessment for each proposed pier location for the preliminary preferred crossing concept (i.e., access, potential temporary and permanent impact and proposed mitigation measures).</p> <p>The "Crossing Tunnel Option Memo" was also prepared further to CN's comment and preference for a tunnel. While CN has indicated a preference for the tunnel option; however, was screened out compared to other alternatives due to its significant cost implication.</p> |
| <p>York Region setup a purchase order with CN in October 2018 for CN to hire a third-party consultant to review the evaluation memo noted above, demonstrating Region's commitment and effort in working collaboratively with CN and addressing CN's concerns.</p> |   |



| MCEA Phase / Meeting Date         | Key Discussion Items  |
|-----------------------------------|---|
| Open House 2<br>November 28, 2018 | <ul style="list-style-type: none"><li>• A summary of the analysis and evaluation of the CN crossing alternatives based on the information presented to CN at the May 28, 2018 meeting was presented at Open House 2.</li><li>• CN provided content for one of the Open House display boards which outlined CN's concerns and how they were responded to within the context of the Langstaff Road MCEA Study.</li><li>• CN representative attended Open House 2.</li></ul> |
| Meeting 6<br>December 21, 2020    | <ul style="list-style-type: none"><li>• CN confirmed they have retained a consultant to review the CN crossing structure evaluation.</li></ul>  |

Between July 2018 and August 2021, significant efforts were made by the Project Team and York Region to follow up with CN regarding their comments on the information package provided on June 18, 2018, including the setup of a purchase order noted above.

The Project Team sent frequent emails and contacted CN representatives via phone to inquire status of the review. The Project Team also arranged a number of follow up meetings with CN – one was held on December 21, 2020; however, CN representatives did not attend the meetings scheduled on November 16, 2020 and March 3, 2021.

Through regular weekly meetings with CN on an adjacent York Region project, York Region followed up with CN periodically regarding status of the Langstaff Road MCEA review. Upon several requests from York Region, CN provided high level comments on the July 16, 2018 package via letter and memo dated August 27, 2021. CN's listed the following concerns:

- ▶ Future maintenance
- ▶ Surface runoff (including snow removal) from draining/falling into the Yard
- ▶ Pedestrians' access, viewing or impacting CN operations
- ▶ Incidents / accidents impacting the CN operation in the yard
- ▶ Maintenance and repair/rehabilitation strategy
- ▶ Anti-terrorism precautions
- ▶ Challenges and complexities of construction
- ▶ Erection or launching of spans would cause complete shutdowns of the yard



- ▶ Installation of piers would both temporarily and permanently impact capacity of the yard.

Within the context of the Langstaff Road MCEA Study, development of the design alternatives across the CN MacMillan Yard was based on input from CN, best available information at the time of the study in combination with technical expertise from the structural and rail specialists on the Project Team, as well as direction from York Region. The above-noted concerns by CN have been incorporated and addressed at a level that is suitable in the context of a planning study through the development of the general arrangement of the structure, landscape plan, stormwater management strategy and construction cost estimate. York Region has indicated that the extension of Langstaff Road through the CN MacMillan Yard is a long-term initiative and therefore, many of the details associated with but not limited to structural design, drainage and geotechnical consideration, construction methodology, access logistics, CN operation coordination, etc., will have to be addressed during detailed design adhering to the most current design guidelines and regulations at that time.

York Region appreciates the vital role that the CN MacMillan Yard has as part of the railway network throughout Canada and the North American economy. It is the Region's objective through the Langstaff Road MCEA Study to find a solution that will best address the transportation needs in the regional road network (including elements associated with the road widening on Langstaff Road and the grade separation between Langstaff Road and Metrolinx GO Barrie Line) while working collaboratively with CN. The safe and efficient operation of any existing and new infrastructure is York Region's highest priority, and the Region is committed to continued consultation with CN following completion of the Langstaff Road MCEA Study through future design phases.

On this basis, York Region and the Project Team would like to have continued discussion with CN in confirming the next steps and commitments during detailed design. York Region is intending to proceed with completion of the Langstaff Road MCEA Study through the preparation of the Environmental Study Report (ESR). A copy of the ESR, along with the preliminary design and the associated technical background reports, will be provided to CN upon filing. In accordance with the MCEA process requirements, all consultation record with technical agencies, including CN, will be included in the ESR which will be filed for public review.

Sincerely,



**Rhonda George-Hiebert, M.Eng., P.Eng.**

Manager, Transportation Planning

WSP Canada Inc.

cc. Tim Kwan, P.Eng., PMP, Program Coordinator, York Region  
Katherine Jim, M.Eng., P.Eng., Senior Project Manager, CIMA+



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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**ONTARIO MINISTRY OF TRANSPORTATION (MTO) CORRESPONDENCE**

---

**From:** Le, Loan (MTO) <Loan.Le@ontario.ca>  
**Sent:** August-08-17 11:01 AM  
**To:** Guan, Jian  
**Cc:** Vallvé, Nina (MTO); Janke, Aaron (MTO); brian.wolf@york.ca; tim.kwan@york.ca  
**Subject:** 400/ Lanstaff Rd - EA Study - MTO's comments for 3rd meeting

Hi All,

Please see MTO's comments for proposed ramp configurations that were discussed at the meeting on July 26, 2017

Option 1 was removed from the project since the 2<sup>nd</sup> meeting with MTO

### **Option 2: Ramp-off-a-Ramp at Rutherford Rd**

At Langstaff Rd:

- Left turn is not acceptable due to high volume commercial vehicles in the area. The designer can review the option of adding a diamond ramp to provide right turn access to Hwy 400 NB from Langstaff Rd WB.
- MTO reserved the HOV at Langstaff Rd. If a loop ramp is added at this location, structure replacement may be required.
- Exist from Hwy 400 SB to Langstaff Rd (through new off ramp at Rutherford Rd) cannot be connected the Ministry CAH/ramp or locate within the Ministry's ROW/ ramp footing.

At Rutherford Rd:

- MTO doesn't agree with the new off ramp at Rutherford to Langstaff Rd since this ramp doesn't serve Langstaff Rd's area.

### **Option 3: Realigning Bass Pro Mills Drive E-S Ramp**

At Langstaff Rd:

- Same comments as above (option 2)

At Bass Pro Mills Dr:

- Double ramp at Rutherford is not allowed. The designer can review the option of connecting Bass Pro Mills Dr's ramp to Rutherford Rd
- The designer can review the option of extending core-collector on Hwy 400 SB further north. The new collector can have up to 3 lanes providing access to (from Bass Pro Mills Rd ramp to) Langstaff Rd (1<sup>st</sup> lane), (from Hwy 400 to) Langstaff Rd (2<sup>nd</sup> lane) and Express (3<sup>rd</sup> lane)

Regards,

Loan Le

**MTO Central Region**  
**Highway Engineering**  
**159 Sir William Hearst Ave, Bldg D, 4<sup>th</sup> Fl**  
**Toronto, ON M3M 0B7**  
**Tel: 416-235-5609**

---

**From:** Le, Loan (MTO) [<mailto:Loan.Le@ontario.ca>]

**Sent:** February-01-18 1:09 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; [Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca); '([tim.kwan@york.ca](mailto:tim.kwan@york.ca))' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Mikolajczak, Margaret (MTO) <[Margaret.Mikolajczak@ontario.ca](mailto:Margaret.Mikolajczak@ontario.ca)>; Vallvé, Nina (MTO) <[nina.vallve@ontario.ca](mailto:nina.vallve@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>; Cheung, Brian <[Brian.Cheung@wsp.com](mailto:Brian.Cheung@wsp.com)>

**Cc:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Subject:** RE: Langstaff Road Improvements EA Study - MTO comments for Meeting #4

Hi All,

Fiona Tam is the new MTO Project Manager for this project effective immediately.

An Engineering Meeting with MTO Senior Management was held on January 22, 2018. All 3 design options and traffic analysis provided by York Region were presented at the meeting but unfortunately, MTO could not endorse any option at this point based on information provided.

- Modelling/ simulation is required a detail review since the output does not reflect the existing traffic condition nor future traffic after the development on Hwy 400 SB and NB
- Any improvement/ modification to Highway 400 must be based on MTO approved study/ plan (altering the start of HOV lane is not acceptable)
- MTO may consider improvement/ modification at Highway 400/ Rutherford and Highway 400/ Langstaff Rd IC only if it does not have negative impacts on Highway 400 and meet Ministry standards
- Existing deficiencies/ operational concerns on Highway 400 within the study area must be addressed as part of the study
- All options including extending SB core-collector should be part of the study if it meets the proposed development needs and doesn't have negative impacts on Highway 400
- Designs must meet MTO standards and specifications
- **MTO's concerns with option 1: Ramp-off-a-ramp**
  - Future development along new SB exit to Langstaff Rd
  - Weaving distance between Hwy 400 NB on ramp at Langstaff and Hwy 400/ Bass Pro ramp
  - Limitation to future ramp expansion at Rutherford Rd
- **MTO's concerns with option 2: Re-rout Bass Pro Mills Dr ramp**
  - Capacity of new and existing ramps at Langstaff Rd when closing Bass Pro Mills Dr ramps
  - Signing conflicts and substandard weaving distances on Hwy 400 SB
  - Additional traffic added to Hwy 400 SB on ramp at Rutherford
- **Similar comments for option 3 Hybrid option**

Regards,  
Loan Le

**MTO Central Region  
Highway Engineering  
159 Sir William Hearst Ave, Bldg D, 4<sup>th</sup> Fl  
Toronto, ON M3M 0B7**

**Subject:** FW: Langstaff Road EA - Highway 400 Interchange Improvement Concept

**From:** Tam, Fiona (MTO) <Fiona.Tam@ontario.ca>

**Sent:** August-06-19 3:41 PM

**To:** Guan, Jian <Jian.Guan@wsp.com>; Jim, Katherine <Katherine.Jim@wsp.com>; Gotts, Brent <Brent.Gotts@wsp.com>; Shah, Keyur <Keyur.Shah2@wsp.com>

**Cc:** Wong, Colin <Colin.Wong@york.ca>; ' (tim.kwan@york.ca)' (tim.kwan@york.ca) <tim.kwan@york.ca>; Lau, Johnson (MTO) <Johnson.Lau@ontario.ca>

**Subject:** RE: Langstaff Road EA - Highway 400 Interchange Improvement Concept

All,

Ahead of next week meeting, please see the comments below in regards to the traffic analysis memo provided in July.

- The distance between the consecutive exits to Bass Pro Mills and Rutherford is approximately 350 metres only, which makes it difficult for signage.
- What is the operating condition at the DDI ramp terminals (delays, queues)?
- What is the operating condition at the adjacent intersections (Langstaff/Weston, Langstaff/Edgeley)?
- Under Study Findings, it says "This configurations also provides additional capacity....could reduce some of the congestion". Not sure if this statement is accurate or not as the travel time during the last hour of simulation is over 3 minutes longer than the other scenarios.
- How is the operations on the NB collectors (shown in Exhibit 8) compare to other scenarios?
- Under Study Findings, it says "overall average travel time and average speeds throughout the 24-hour period are forecast to improve." How is this measured?
- It seems by extending the collector lanes in the northbound direction would shift the area of congestion further downstream at Rutherford, which the average speed would drop from 20-30 km/h (from Langstaff Improvements only) to 10-20 km/h for almost 2 km. As this is showing the last hour of simulation, it anticipates that it would take longer to dissipate after the simulation period. This may not have an overall benefit on the Hwy 400 operations.

We look forward to discussing in detail next week.

Regards,  
Fiona

**Fiona Tam, P. Eng. | Project Engineer | Planning and Design – York West/ Simcoe | Ministry of Transportation Ontario**

✉: [Fiona.tam@ontario.ca](mailto:Fiona.tam@ontario.ca) | ☎: 416-235-3889 | 📍: 159 Sir William Hearst Avenue, Toronto, Ontario, M3M 1J8

---

**From:** Tam, Fiona (MTO) [<mailto:Fiona.Tam@ontario.ca>]

**Sent:** March-19-19 10:39 AM

**To:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; ' (tim.kwan@york.ca)' ([tim.kwan@york.ca](mailto:tim.kwan@york.ca)) <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; 'Brian.Wolf@york.ca' ([Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)) <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>

**Cc:** Mikolajczak, Margaret (MTO) <[Margaret.Mikolajczak@ontario.ca](mailto:Margaret.Mikolajczak@ontario.ca)>; Vallvé, Nina (MTO) <[nina.vallve@ontario.ca](mailto:nina.vallve@ontario.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Cherneski, Keith (MTO) <[Keith.Cherneski@ontario.ca](mailto:Keith.Cherneski@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA - Highway 400 Interchange Improvement Concept

Hi Katherine,

We have done an initial review of the diverging diamond option provided, and compiled a list of comments below.

- The design workshop held last year generated a number of alternatives; were these ideas reviewed in a shortlisting process? The DDI option is being presented as a preferred alternative, and if any type of high level screening was done to eliminate the other choices, we would be interested in seeing a summary. The DDI option is more costly compared to the other alternatives that were reviewed.
- Our understanding is traffic modeling for this option was not carried out. MTO cannot endorse this layout until modeling results have been reviewed and proven to show that the design is workable/ no negative impacts to MTO's network.
- Were any truck turning movements reviewed at the left turn channels of the diverging diamond? Please confirm the truck type used in the review, and provide turning templates used.
- Please confirm the angle used at the crossover intersections of the DDI.
- MTO is not opposed to a DDI layout at Langstaff. Looking at the design provided, we do not see how this design would service Hwy 400 better than (for example) a typical Parclo interchange at Langstaff with Bass Pro Mills closed. Again, traffic modelling work should be carried out to show this comparison.
- It appears that we will require extra VMS signing and overhead signing due to the irregularity in exits in the collectors. The overhead signing placement may be an issue. Please clarify/provide proposed locations of overhead sign supports.
- The merge length from Rutherford to Hwy 400 northbound appears substandard. A parallel lane should be provided with a taper at the Rutherford W-N ramp. Please confirm.
- Typically, we do not have back to back on-ramps that force motorists to merge over 2 lanes, the on ramps-southbound from Rutherford and Bass Pro Mills are not ideal in spacing, it may be better to close Bass Pro Mills to ensure that motorists can safely make the complicated manoeuvre; however, the modelling will determine this.
- We have concerns with the new two lane collector with the amount of volume servicing Bass Pro Mills and Rutherford.

At this time, we feel it is premature to have a meeting in person. The above points need to be addressed and traffic modeling should be carried out prior to seeking endorsement for MTO. We will be awaiting for your revised.

Thanks,

Fiona

**Fiona Tam, P. Eng. | Project Engineer | Planning and Design – York West/ Simcoe | Ministry of Transportation Ontario**

✉: [Fiona.tam@ontario.ca](mailto:Fiona.tam@ontario.ca) | ☎: 416-235-3889 | 📍: 159 Sir William Hearst Avenue, Toronto, Ontario, M3M 1J8

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** February-22-19 4:43 PM

**To:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; 'brian.wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; Mikolajczak, Margaret (MTO) <[Margaret.Mikolajczak@ontario.ca](mailto:Margaret.Mikolajczak@ontario.ca)>

**Subject:** Langstaff Road EA - Highway 400 Interchange Improvement Concept

Hi Fiona,

On behalf of the Langstaff Road Project Team, we would like thank the Ministry for attending the design workshop held on October 4, 2018, and providing valuable inputs to the Langstaff Road / Highway 400 interchange design concepts.

Following the workshop, the concepts developed at the workshop were reviewed and the attached Diverging Diamond Interchange (DDI) concept was ultimately developed for the Ministry's review. We feel this concept best captures MTO's inputs from the workshop and also minimize the impact to the City of Vaughan's future development west of Highway 400. The purpose of sharing this concept is to seek MTO's comments on the design concept and endorsement for further analysis including traffic micro-simulation.

Below is a summary of the key features of the concept:

### **Southbound**

By introducing a diamond off-ramp at Langstaff Road and removing the Langstaff Road E/S loop-ramp, we have approximately 900 m of weaving distance between the Bass Pro Mills Drive E-S ramp and the proposed Langstaff Road N-E/W ramp. As per the recently updated TAC standard (Section 3.7.3.3, page 110), *"for efficient operation on freeway, weaving length between arterial interchanges should be in the range of 550 to 700 m..... Weaving sections longer than 1000 m will frequently be out of the realm of weaving"*. The ultimate traffic operational performance will be confirmed through micro-simulation upon MTO agreement on the design concept.

### **Northbound**

In the northbound direction, we are proposing to extend the existing collector to go under the new Langstaff Road Structure and a new Bass Pro Mills Drive structure. The collector will terminate just south of Rutherford Road. The Langstaff Road on-ramp will go over the collector extension and connect to mainline Highway 400. The existing collector-core transfer south of Langstaff Road is reversed to become a core-collector transfer in order to allow traffic to exist to Bass Pro Mills Drive and Rutherford Road via the collector. By doing this, we are removing the weaving conflict between the proposed northbound Langstaff Road on-ramp and the existing Bass Pro Mills off-ramp. The Highway 7 northbound traffic now can use the collector and access Highway 400 just north of Bass Pro Mills Drive.

We would also like to request a meeting in early April to discuss any comments the Ministry may have on the DDI concept. Please advise availability the week of April 1 and April 8.

### **Jian Guan, P.Eng.**

Designer | Transportation Planning



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**York Region - Langstaff Road Class Environmental Assessment Study**  
**Weston Road to Highway 7**  
**Highway 400/Langstaff Road Diverging Diamond Interchange Concept**  
**MTO Comments and Response Table**

Following the October 4, 2018 workshop, the Langstaff Road EA Project Team provided the Diverging Diamond Interchange (DDI) design concept for the Langstaff Road/Highway 400 interchange improvement to MTO for review via email on February 22, 2019. MTO provided their initial comments on the DDI concept via email on March 19, 2019. The Project Team presented the DDI interchange concept and the associated traffic analysis results to MTO at a meeting held on August 13, 2019. MTO provided some additional comments via email on August 22, 2019.

The table below summarizes the MTO's comments on the DDI concept and the Project Team's response. As part of the responses, a submission package is appended to the table, which includes the following items in relation to some of the specific response:

- Langstaff Road Interchange Improvement Alternatives Screening Table
- Langstaff Road Interchange Improvement Alternatives
- Langstaff Road Diverging Diamond Interchange Traffic Analysis Memo
- Langstaff Road Diverging Diamond Interchange Design (AutoCAD) including LCV Turning Templates
- Langstaff Road Diverging Diamond Interchange Design (PDF) including the Overhead Signing Plan
- Langstaff Road Diverging Diamond Interchange Summary of Weaving Distance



| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept<br/>MTO Comments and Response Table</b> |   |   |
|---|---|---|
| <b>#</b>  | <b>MTO Comments</b>   | <b>Response</b>   |
| <b>MTO Comments received on March 19, 2019 (Email)</b>  |   |   |
| 1   | The design workshop held last year generated a number of alternatives; were these ideas reviewed in a shortlisting process? The DDI option is being presented as a preferred alternative, and if any type of high-level screening was done to eliminate the other choices, we would be interested in seeing a summary. The DDI option is more costly compared to the other alternatives that were reviewed. | The interchange alternatives screening table was provided to MTO via email on July 17, 2019. The interchange alternatives screening table and exhibits for the associated alternatives are included again as part of the submission package.  |
| 2   | Our understanding is traffic modeling for this option was not carried out. MTO cannot endorse this layout until modeling results have been reviewed and proven to show that the design is workable/ no negative impacts to MTO's network.   | The traffic modeling for the DDI was carried out and the preliminary results were presented to MTO at the meeting held on August 13, 2019. Following the meeting, the traffic memo was updated based on the comments received at and after the August 13 meeting. The updated traffic memo is included as part of the submission package. |
| 3   | Were any truck turning movements reviewed at the left turn channels of the diverging diamond? Please confirm the truck type used in the review, and provide turning templates used.   | As per MTO's comments after the meeting held on August 13, 2019 (via email dated August 22, 2019 – see Item 20 below), the DDI design was updated to accommodate LCVs. The updated design is included as part of the submission package.  |

| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept<br/>MTO Comments and Response Table</b> |   |   |
|---|---|---|
| <b>#</b>  | <b>MTO Comments</b>   | <b>Response</b>   |
| 4   | Please confirm the angle used at the crossover intersections of the DDI.  | As per MTO's comments after the meeting held on August 13, 2019 (via email dated August 22, 2019 – see Item 23 below), the cross-over angles were updated to 45°. The updated design is included as part of the submission package.   |
| 5   | How is the operations on the NB collectors (shown in Exhibit 8) compare to other scenarios?   | The operating condition comparisons were added to the traffic memo which is included as part of the submission package.   |
| 6   | MTO is not opposed to a DDI layout at Langstaff. Looking at the design provided, we do not see how this design would service Hwy 400 better than (for example) a typical Parclo interchange at Langstaff with Bass Pro Mills closed. Again, traffic modelling work should be carried out to show this comparison. | The traffic modeling was carried out and the preliminary results were presented to MTO at the meeting held on August 13, 2019. Following the meeting, the traffic memo was updated based on the comments received at and after the meeting. The updated traffic memo is included as part of the submission package. |
| 7   | It appears that we will require extra VMS signing and overhead signing due to the irregularity in exits in the collectors. The overhead signing placement may be an issue. Please clarify/provide proposed locations of overhead sign supports.   | As per MTO's comments after the meeting held on August 13, 2019 (via email dated August 22, 2019 – see Item 19), an overhead signing plan was developed, and the overhead signing layout is included as part of the submission package.   |
| 8   | The merge length from Rutherford to Hwy 400 northbound appears substandard. A parallel lane should be provided with a taper at the Rutherford W-N ramp. Please confirm.   | A parallel lane was added at Rutherford Road W-N ramp. The updated design is included as part of the submission package.  |

| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept<br/>MTO Comments and Response Table</b> |  |   |
|---|--|---|
| <b>#</b>  | <b>MTO Comments</b>  | <b>Response</b>   |
| 9   | Typically, we do not have back to back on-ramps that force motorists to merge over 2 lanes, the on ramps-southbound from Rutherford and Bass Pro Mills are not ideal in spacing, it may be better to close Bass Pro Mills to ensure that motorists can safely make the complicated maneuver; however, the modelling will determine this. | The traffic modeling was carried out and the preliminary results were presented to MTO at the meeting held on August 13, 2019. Following the meeting, the traffic memo was updated based on the comments received at and after the meeting. The updated traffic memo is included as part of the submission package. |
| 10  | We have concerns with the new two-lane collector with the amount of volume servicing Bass Pro Mills and Rutherford.  | The lane collector design was revised after meeting held on August 13, 2019 and the traffic results are presented in the updated traffic memo which is included as part of the submission package.  |
| <b>MTO Comments received on August 6, 2019 (Email)</b>  |  |   |
| 11  | The distance between the consecutive exits to Bass Pro Mills and Rutherford is approximately 350 metres only, which makes it difficult for signage.  | The spacing between the Bass Pro Mills Drive and Rutherford Road off-ramps were adjusted. The spacing of the exit signs is 460 m.   |
| 12  | What is the operating condition at the DDI ramp terminals (delays, queues)?  | The operating conditions at ramp terminals are summarized in the traffic memo included as part of the submission package.   |
| 13  | What is the operating condition at the adjacent intersections (Langstaff/Weston, Langstaff/Edgeley)?   | The operating conditions at adjacent intersections are summarized in the traffic memo included as part of the submission package.   |

| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept<br/>MTO Comments and Response Table</b> |   |  |
|---|---|--|
| <b>#</b>  | <b>MTO Comments</b>   | <b>Response</b>  |
| 14  | Under Study Findings, it says “This configurations also provides additional capacity....could reduce some of the congestion”. Not sure if this statement is accurate or not as the travel time during the last hour of simulation is over 3 minutes longer than the other scenarios.                | <p>As discussed at the August 13, 2019 meeting, the configuration provides additional <u>network capacity</u>, i.e. an additional lane, which improves the congestion and the average travel time for the morning peak and the evening peak, except for 5-6pm only.</p> <p>The additional modelling analysis undertaken demonstrated that by assuming the widened mainline at Major Mackenzie Drive (per approved MTO EA), congestion level is expected to reduce for all peak periods. Please refer to the traffic memo included as part of the submission package.</p> |
| 15  | How is the operations on the NB collectors (shown in Exhibit 8) compare to other scenarios?   | The operating condition comparisons were added to the traffic memo which is included as part of the submission package.  |
| 16  | Under Study Findings, it says “overall average travel time and average speeds throughout the 24-hour period are forecast to improve.” How is this measured?   | This comment is addressed in Section 5- Study Findings in the traffic memo included as part of the submission package.   |
| 17  | It seems by extending the collector lanes in the northbound direction would shift the area of congestion further downstream at Rutherford, which the average speed would drop from 20-30 km/h (from Langstaff Improvements only) to 10-20 km/h for almost 2 km. As this is showing the last hour of | The collector lane configuration was revised to provide better operational performance. The revised design is included as part of the submission package. The summary of the collector operating conditions is summarized in the traffic memo included in the submission package.  |

| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept<br/>MTO Comments and Response Table</b> |   |   |
|---|---|---|
| <b>#</b>  | <b>MTO Comments</b>   | <b>Response</b>   |
|   | simulation, it anticipates that it would take longer to dissipate after the simulation period. This may not have an overall benefit on the Hwy 400 operations.  |   |
| <b>MTO Comments received on August 22, 2019 (Email)</b>   |   |   |
| 18  | The NB design presented has transferred the previous mainline weaving concerns into the collectors. MTO would like to see a revised version of the collector to address weaving. One suggestion is to remove the entrance from the express to collector proposed before Bass Pro exit. The entrance to the collector will start at the existing Highway 7 location and serve 4 exits. Admittedly not ideal for signing reasons, it is a better trade off than having unsafe weaving conditions. With this arrangement, a 3 lane collector would be required to handle capacity for 4 exits. Those drivers exiting from Highway 407 would also not be able to exit until Major Mackenzie IC. | The collector lane configuration was revised to provide better operational performance. The revised design is included as part of the submission package. The summary of the collector operating conditions is summarized in the traffic memo included in the submission package. |
| 19  | In the SB direction, those exiting off of Bass Pro Mills will need to make 2 lane changes before reaching the 400 mainline/ Highway 407 exit. Again, weaving through traffic is a safety concern and cannot be overlooked. The current two right lanes are signed for the Highway 7 exit, although few people are aware that there is a mini-collector that leads back to the mainline 400. Again, if it is WSP's intention to design   | The proposed overhead signing layout is included in the submission package.   |

| <b>Langstaff Road / Highway 400 Diverging Diamond Interchange Concept</b> |  |  |
|---|--|--|
| <b>MTO Comments and Response Table</b>                                    |  |  |
| <b>#</b>  | <b>MTO Comments</b>  | <b>Response</b>  |
|   | the SB direction such that more drivers will use the collector and reduce weaving, the overhead signage needs to reflect a collector situation. Please propose a signing layout in the SB direction. |  |
| 20  | LCV movement at Langstaff IC must be protected. Please review the channel radius to ensure they are adequate and provide turning-templates.  | The DDI design was revised to accommodate LCVs. The turning-templates are included in the submission package.              |
| 21  | Please confirm the traffic control types at ramp terminals.  | The traffic control types at ramp terminals are summarized in the traffic memo included as part of the submission package. |
| 22  | Please provide queue length analysis results.  | The queue length analysis results are summarized in the traffic memo included as part of the submission package.           |
| 23  | Crossover angle of the DDI should be as close to 45 degrees as possible as noted previously.   | The cross-over angles are adjusted to 45 degrees. The updated plan is included as part of the submission package.          |

## Dabagh, Nadia

---

**From:** Sadek, Sandra (MTO) <Sandra.Sadek@ontario.ca>  
**Sent:** October 27, 2021 5:14 PM  
**To:** Dabagh, Nadia; Grobel, Lukasz (MTO)  
**Cc:** Wong, Colin; Kwan, Tim; Katherine Jim  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Nadia,

Thanks so much for sharing these documents with us, we have no comments. Best of luck in filing this EA study.

Regards,  
Sandra

---

**From:** Dabagh, Nadia <Nadia.Dabagh@wsp.com>  
**Sent:** October 19, 2021 2:03 PM  
**To:** Sadek, Sandra (MTO) <Sandra.Sadek@ontario.ca>; Grobel, Lukasz (MTO) <Lukasz.Grobel@ontario.ca>  
**Cc:** Wong, Colin <Colin.Wong@york.ca>; Kwan, Tim <tim.kwan@york.ca>; Katherine Jim <Katherine.Jim@cima.ca>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Sandra and Lukasz,

Please find attached the updated design plates, and the other additional relevant text from the ESR as requested.

Thanks,  
Nadia



**Nadia Dabagh, B.Sc.**  
Environmental Planner  
*She / Her*

T+ 1 289-835-2519

---

**From:** Sadek, Sandra (MTO) <[Sandra.Sadek@ontario.ca](mailto:Sandra.Sadek@ontario.ca)>  
**Sent:** September 24, 2021 9:42 AM  
**To:** Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Thank you so much Katherine for this update. We will continue to be very quick in reviewing any material you provide.

Happy Friday!  
Sandra

---

**From:** Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>  
**Sent:** September 24, 2021 9:39 AM  
**To:** Sadek, Sandra (MTO) <[Sandra.Sadek@ontario.ca](mailto:Sandra.Sadek@ontario.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Sandra,

Thank you for your email.

We are making some updates to the design plates and will plan to forward that, and other additional relevant text from the ESR to MTO as requested and as discussed, as soon as possible.

Our timeline for agencies distribution has been modified and we will keep MTO posted as we distribute. Once again, we want to thank you and the MTO staff team for the ongoing support on this study.

Regards,  
Katherine

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**KATHERINE JIM, M.Eng., P.Eng.**  
Senior Project Manager / Transportation

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**From:** Sadek, Sandra (MTO) <[Sandra.Sadek@ontario.ca](mailto:Sandra.Sadek@ontario.ca)>  
**Sent:** September 23, 2021 5:06 PM  
**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Nadia,

How are you? I hope all is good.



I just wanted to follow up with you on the timelines and if there is any pending action needed from MTO? I recall that Katherine mentioned at our latest meeting that we would get the design plates? Is this still the case? When do you plan to submit to the agencies?

We just want to make sure that we are not the cause of any delay to the project timeline.

Thanks  
Sandra

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**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Sent:** September 14, 2021 1:30 PM  
**To:** Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[Zaka.Uddin@ontario.ca](mailto:Zaka.Uddin@ontario.ca)>; Sadek, Sandra (MTO) <[Sandra.Sadek@ontario.ca](mailto:Sandra.Sadek@ontario.ca)>  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi All,

Please find attached the final July 22, 2021 meeting minutes.

Thanks,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner  
*She / Her*

T+ 1 289-835-2519

---

**From:** Dabagh, Nadia  
**Sent:** August 18, 2021 1:38 PM  
**To:** Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Sadek, Sandra (MTO) <[Sandra.Sadek@ontario.ca](mailto:Sandra.Sadek@ontario.ca)>  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi All,

Please find attached meeting minutes for the July 22, 2021 meeting re: Langstaff Road EA for your file.

Further to our July 22, 2021 meeting, action items included providing MTO with the draft content of the ESR related to MTO consultation and next steps re: interchange improvements as well as MTO meeting minutes and associated presentation materials.

Please find the below noted attachments/links for download:

- MTO correspondence package, which includes all meeting minutes and presentation material, and email correspondence between the Project Team and MTO during the Langstaff Road EA Study ([https://wsponline-my.sharepoint.com/:f:/r/personal/nadia\\_dabagh\\_wsp\\_com/Documents/Langstaff%20Road%20EA/Files%20sent%20to%20MTO\\_August%2018%202021?csf=1&web=1&e=hJy7cy](https://wsponline-my.sharepoint.com/:f:/r/personal/nadia_dabagh_wsp_com/Documents/Langstaff%20Road%20EA/Files%20sent%20to%20MTO_August%2018%202021?csf=1&web=1&e=hJy7cy)); and
- Wording from draft Langstaff Road ESR *Section 2.3.2 Ontario Ministry of Transportation* (Chapter 2 is the Consultation chapter; other subsections are related to consultation with other agencies such as TRCA, City of Vaughan, etc.) and *Section 8.5 Highway 400 Interchange Improvements* (Chapter 8 is the Design Alternatives chapter; other subsections are related to other design components such as road widening and CN structure.)

We look forward to receiving MTO's feedback on the review as soon as possible as the Project Team continues to prepare the draft ESR. Please do let me know if you have trouble accessing the link above.

Kind Regards,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

T+ 1 289-835-2519

---

**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** June 23, 2021 7:39 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

The DDI Interchange + Collector Extension Concept has been reviewed by the project team and we had some initial discussion with Senior Management at an internal Engineering Meeting.

Although weaving distance results are provided according to ministry requirements, some are to the bare minimum rather than desirable values. Based on the performance of existing locations with weave sections that are built according to minimum standards, the ministry has potential safety and operational concerns with the DDI Interchange + Collector Extension concept proposed.

As such, we request that York Region/WSP perform a Safety and Human Factor review to determine the effects of the roadway, the roadside and surrounding environment on drivers' behaviour and to investigate the need for safety improvements. The following factors should be noted in the review:

- Driver workload based on number of lane changes required in the proposed collector extension.
- The number of collisions on a highway is one of several evaluators of highway safety. A detailed review of the collision history is needed to identify the collision patterns and how the proposed design would affect the safety performance of the corridor.
- This should also include a sensitivity analysis of the collector operations.

We need to ensure that all safety and performance objectives are met before the ministry is able to accept this concept.

Please note that the Safety and Human Factor review would be the final technical component required for submission and review by the project team. If the project team observes all safety and performance objectives as satisfactory you will be required to present the concept and intent of the ESR at a Senior Management meeting for inclusion in the EA Study. The ministry would only support inclusion of the DDI and Collector Extension concept in the ESR following acceptance by Senior Management at this meeting.

It's also important to note that the ministry cannot commit to completing or cost sharing further Langstaff interchange and related Highway 400 corridor studies.

If you have any questions or would like to setup a meeting to discuss at a meeting certainly let us know. Our Traffic Office representatives are included in this email.

Thank you,

**Cristian Crosato, P.Eng**

Project Engineer

Ministry of Transportation

Program Delivery – York West Simcoe

Email: [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

---

**From:** Crosato, Cristian (MTO)

**Sent:** June 15, 2021 7:36 AM

**To:** 'Guan, Jian' <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[Zaka.Uddin@ontario.ca](mailto:Zaka.Uddin@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Thank you Jian, I hope you had a great weekend as well.

The schedule for the draft ESR for the Langstaff Study is certainly understood, and we will reach out to you as soon as possible with more clarification this week.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** June 14, 2021 2:48 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

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Hi Cristian,

I hope you had a great weekend. I just want to follow up with you to see if there is anything else you would need from us to help you with the internal follow-up.

As I may have noted before, we are in the process of completing the draft ESR to be ready for public review late August/early September. We would love to have the ministry's feedback on how to document the Highway 400/Langstaff Road work that we can do as part of the study.

Thank you for your understanding and cooperation.

Regards,

**Jian Guan, P.Eng.**  
Project Manager | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** June-07-21 8:15 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

The internal MTO Engineering Meeting took place just last week. There are a few internal follow-ups required from that meeting – we will let you know if we have further questions that require clarifications.

I understand you are looking for clarification on next steps, which we will know further and advise on based on our internal follow-ups.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** June 3, 2021 1:59 PM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

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Hi Cristian,

Just to follow up on the Langstaff Road EA and the status of MTO review. Has the internal MTO SM meeting taken place?

Thanks,

**Jian Guan, P.Eng.**  
Project Manager | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** May-25-21 8:00 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

Thank you for sending that. That's perfect.

I'll let you know if anything else is sought.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** May 20, 2021 2:35 PM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

Please find attached plan with the overhead signing layer removed. Please let me know if this is what you are looking for.

You have a great long weekend as well.

Thanks,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** May-20-21 1:32 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

I'm wondering if you would be able to send me the signage here, but without the signage layer on it? It would be great to show Sr. Management the proposed option here with all the lanes.

Thank you, have a great long weekend!

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** May 13, 2021 1:45 PM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Uddin, Zaka (MTO) <[Zaka.Uddin@ontario.ca](mailto:Zaka.Uddin@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

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Hi Cristian,

Thank you for the update. As requested, please find attached the updated overhead signing plan for the DDI concept at Highway 400 and Langstaff Road interchange.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** May-13-21 6:04 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian, thank you for the update.

We have reviewed the updates and documents provided internally at a project team level. However, we will be taking the concept to an internal Engineering Meeting late in May or early in June. We'd be able to confirm the ministry's position shortly after that – we will keep you posted.

To help present your developments in the concept we'd like to request you provide an updated Signage Drawing to share the following:

Remove the "Pre-Advance-Major Mackenzie Dr 4 km" sign and add an "Advance Bass Pro Mills Dr" sign in the collector.

If there are any documents required we will certainly reach out to you.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** May 12, 2021 2:12 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

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Hi Cristian,

FYI - Katherine Jim has left WSP to pursue other opportunities and I will be replacing her as the Project Manager to complete the study. As the Region is trying to wrap up this study this summer (tentatively August/September), we would like to follow up with the Ministry on your internal discussion with regards to how to document the Highway 400 and Langstaff Road interchange improvement design concepts in the ESR.

It would be greatly appreciated if you can provide us an update on your discussion as the Region is eager to complete the study.

Thank you in advance,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Guan, Jian

**Sent:** April-27-21 4:24 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Cristian

Further to my email this morning, please find attached the updated plan and weaving distance table.

Thank you,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning





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**From:** Guan, Jian

**Sent:** April-27-21 12:00 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Cristian,

Thank you for comments. I see that some of the weaving distances are measured from bullnose to bullnose and some of them are measured from the 0.5 to 3.7 m offsets. We will get the drawing and weaving distance table updated and send it back to you.

For 200 m, 198.8 m and 185.5 m distances, it is to check for typical bullnose spacing along the collector-express and express-collector transfer ramps (see attached).

Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** April-27-21 6:57 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

We are reviewing everything internally. I wanted to make a few preliminary comments in the meantime, hopeful that you can please clarify with regards to the weaving measurements:

- According to TAC Ch3.8. weaving should be measured from point where lane edges at the merge are 0.5 m apart to where lane edges divert are 3.7 m apart. It is unclear whether it is measured correctly for: SB Langstaff Road E/W-S Ramp to Hwy 7 N-E/W Ramp; NB Hwy 407 E/W-N Ramp to Hwy 400 NB Express-to-Collector Transfer. It is questioned whether it is measured correctly each of the other ramps/transfer as well. Please demonstrate/confirm.
- There are additional measurements not documented in the summary of weaving distances table (200 m SB, 198.8 m NB, 185.5 m NB). It is unclear which weaving configurations/sections these are referencing as they are not in the table. Please clarify.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** April 16, 2021 5:12 PM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[Zaka.Uddin@ontario.ca](mailto:Zaka.Uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

Please find attached a pdf version of the DDI Plan with the LCV turning templates, showing how the weaving distances are measured

In response to your question with regards to the advantages of the DDI configuration vs. a Parclo A4 configuration, I have prepared a brief memo (see attached) that summarizes the alternatives screen table that was previously shared with MTO. The Alternatives Screening Table attached to the memo provides further detail of the advantages and disadvantages of each alternative. Please let us know if you would require further clarification.

Have a great weekend.

Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** April-13-21 7:39 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

I'm wondering if you could kindly let me know when the package you mentioned would be available, as a heads up?

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** April 7, 2021 4:33 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[Zaka.Uddin@ontario.ca](mailto:Zaka.Uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

We will look into your request and putting together a package.

Please note there is a typo in the August 2019 meeting minutes (the meeting should August 13, 2019 instead of 2018). Please find attached meeting minutes with the corrected meeting date.

Thank you,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** April-06-21 2:31 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Janke, Aaron (MTO) <[Aaron.Janke@ontario.ca](mailto:Aaron.Janke@ontario.ca)>; Uddin, Zaka (MTO) <[zaka.uddin@ontario.ca](mailto:zaka.uddin@ontario.ca)>; Lau, Johnson (MTO) <[Johnson.Lau@ontario.ca](mailto:Johnson.Lau@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian, I hope you had a great long weekend.

Thank you for sharing those files. We do have a few preliminary questions we are hoping you could kindly answer:

- Please share a PDF version of the LCV turning templates file.
- Please confirm how the weaving distances were measured/referenced in the weaving distance table.
- Please confirm how the DDI + collector extension is better than the Parclo A4 alternative in the proposed application.
- Please confirm the space advantage of the DDI + collector extension for the Langstaff application, in comparison to a Parclo A4. Is more footprint needed for more/less space for the DDI?

Thank you so much,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** April 1, 2021 2:12 PM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

Please find attached the PDF version of the meeting presentation side deck. For your reference, I have also re-attached the August 2019 Meeting presentation slide deck as well.

Have a great long weekend.

Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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---

**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** April-01-21 12:59 PM

**To:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Katherine, Colin and Jian, hope all is well.

I'm wondering if you could please kindly send the PowerPoint you displayed at our introductory meeting to Lukasz and I? It would be helpful for our references being newly onboard, as well as for internal discussions with the most up-to-date information.

Thank you,

Cristian

---

**From:** Crosato, Cristian (MTO)

**Sent:** March 15, 2021 2:17 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

Apologies, please disregard the dates proposed below. We would also like to include our Traffic Office (Aaron Janke and Zaka Uddin) for the follow-up meeting with you.

Proposed combined availabilities are as follows:

**Thursday, March 25** 11am - 12pm

**Friday, March 26** 1pm – 2pm

Please send an invite for a time that works for your project team.

Thank you,

Cristian

---

**From:** Crosato, Cristian (MTO)

**Sent:** March 15, 2021 8:06 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

Thank you for your detailed email. A quick follow-up call to go over the details discussed in your email would be great. Please include the York West Simcoe Area Manager, Lukasz Grobel, and myself for the Team's call.

These are our following combined availabilities presently, although meetings do seem to get booked quick:

**Friday, March 19, 2021** 1-2pm

**Monday, March 22** 9-10am

**Wednesday, March 24** 10-11am

**Thursday March 25** 11-12am

In the meantime I will review your email and send any further inquiries your way as follow-up.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** March 12, 2021 11:37 AM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

I am hoping this email below will give you the full background and proposed next step re: consideration of Highway 400/Langstaff Road interchange improvement in the context of the York Region Langstaff Road EA Study.

The Langstaff Road Municipal Class Environment Assessment (MECA) commenced in late 2016. Based on traffic analysis completed as part of the MCEA, as well as per York Region 2016 Transportation Master Plan (TMP), the proposed improvements on Langstaff Road include widening to 6 lanes between Weston Road and Dufferin Street (including provision for active transportation facilities), grade separation with Metrolinx GO Transit Barrie Line and connection across the CN MacMillan Yard. The consideration of improving the Highway 400/Langstaff Road interchange to a full-move interchange was also reviewed as part of the MCEA Study. A total of six (6) staff-level meetings were held with MTO during the MCEA Study where the interchange design alternatives and the associated traffic analysis were reviewed and discussed with MTO staff. Other meetings include a Senior Management Meeting between the Region and MTO Senior Management staff in March 2018 and a design workshop in October 2018.

**Proposed Next Steps:**

At the last meeting with MTO held on August 13, 2019, the Project Team presented the preliminary preferred interchange improvement concept - a Diverging Diamond Interchange (DDI) concept and the associated traffic analysis results.

Given the extent of scope for the DDI, York Region proposed that the Highway 400 / Langstaff Road interchange improvements be deferred to a future corridor-level study so that the Region and MTO can find a holistic solution to the overall improvements on Highway 400 that benefit both parties. At that time, MTO representatives indicated that they would also follow up internally with Senior Management regarding the DDI interchange and associated traffic findings, as well as to confirm next steps.

Between the August 2019 meeting and our recent correspondence, the Project Team is now made aware of MTO's position. This is to confirm that the proposed improvements to Highway 400 / Langstaff Road interchange will not be included as part of the current MCEA study (i.e. will not be seeking EA approval on the proposed interchange and associated corridor improvements). However, the Langstaff Road MCEA Project Team would still like to have MTO's feedbacks on the DDI concept and to confirm that the Environmental Study Report will include documentation of the interchange design evaluation and traffic analysis carried out as part of the MCEA Study to be referenced in a future study. We are also seeking agreement from the Ministry that the DDI concept at Langstaff road/Highway 400 interchange will be considered as part of a future Highway 400 corridor-level improvement project.

**Summary of Langstaff Road / Highway 400 Interchange Improvements Consideration Previously Reviewed with MTO**

The following provides a summary of the interchange improvement work / evaluation completed as part of the MCEA Study.

Under the future "do nothing" conditions, findings from the traffic analysis results indicate that there are two primary bottle necks on Highway 400 - at Highway 7 and Major Mackenzie Drive in the northbound direction, particularly in the PM peak hours. The introduction of a full-move interchange at Langstaff Road will introduce more traffic to the already congested Highway 400 corridor. Selected Langstaff Road interchange alternatives were reviewed as part of the MCEA Study to understand how each of the alternative may impact the traffic operations on Highway 400. MTO currently has

an approved EA for the widening of Highway 400 from Major Mackenzie Drive to Highway 9 which is part of its long term corridor improvement plan. The widening of Highway 400 north of Major Mackenzie Drive is expected to eliminate the bottleneck near Major Mackenzie Drive, as indicated by the traffic results, which also provides an opportunity to review the potential of removing the bottleneck near Highway 7 since the bottle neck upstream is being removed. The potential corridor-level benefit was recognized at our last meeting with MTO in August 2019.

Three (3) initial interchange design alternatives were reviewed with MTO at the a number of meetings from July 2017 to August 2018 . It is recognized that MTO's mandate is to ensure that any changes to an interchange or the highway corridor would not have any negative impacts to the traffic operation of the highway facility. Based on feedbacks from MTO on traffic operation and geometric requirements, the Project Team developed a Diverging Diamond Interchange (DDI) concept and carried out associated traffic analysis. These were reviewed with MTO at the August 2019 meeting as noted above.

The DDI configuration including a northbound collector extension offers the unique solution of removing the bottle neck at Highway 7 once Highway 400 is widened north Major Mackenzie Drive as the extension of the collector provides additional capacity on Highway 400 and the interchange ramp arrangement helps with the reduction of weaving on the mainline.

Converting the existing partial interchange at Highway 400 / Langstaff Road to a full-move interchange (e.g. DDI) with the collector extension in combination with MTO improvement on Highway 400 north of Major Mackenzie Drive would:

- a. Provide additional roadway capacity on Highway 400 and yield further benefits in addressing traffic congestion and connectivity in the overall transportation network.
- b. Further support Langstaff Road as a goods movement corridor through the provision of a full-move interchange (i.e. adding ramps to-and-from the north).
- c. Reduce traffic demand and congestion at Highway 400 interchange ramp terminals at Highway 7 and Rutherford Road.
- d. Improve the overall traffic operations on Highway 400 between Highway 7 and Major Mackenzie Drive (as shown in the speed plot below).

### **Follow Up Meeting**

As a follow-up to this email, we would like to request to have a quick chat between yourself and the Langstaff Road Project Team to confirm the next steps and to decide a further meeting with the broader MTO team. Please kindly advise your availability next week or the following week.

Thank you,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** March-09-21 8:48 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

It was MTO's understanding that as of late 2019, York Region will proceed with filing for EA Approvals on the Langstaff Road portion of the project independently. As such, we had shelved the project and have not carried out additional work. Prior to committing MTO staff time to re-start the project and understanding that we have had several changes in key team members, we would like to confirm the Region's EA scope of work. Specifically we would need to know if the Spring 2021 EA scheduled to be filed includes the Highway 400 improvements. Please provide written confirmation on the scope and timeline to us and after which we would be able to assist.

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** March 4, 2021 10:05 AM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cristian,

Thank you for the quick call on March 2, 2020. As discussed, the Region is planning to complete the Langstaff Road EA Study this Summer. We would like to finish the discussion with MTO on the Diverging Diamond Concept presented at the last meeting (August 2019) before wrapping up the EA. As noted in our call, we would love to discuss the DDI concept in detail with you or anyone who has not been involved in the project previously given the recent staff changes within the ministry. Please let us know if you are available on the following days next week:

- Tuesday AM, March 9
- Wednesday PM, March 10
- Thursday PM, March 11

Regards,

**Jian Guan, P.Eng.**



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**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** March-01-21 2:58 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Grobel, Lukasz (MTO) <[lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca)>; MacKinnon, John (MTO) <[John.MacKinnon@ontario.ca](mailto:John.MacKinnon@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Jian,

Thank you for your emails. Since late 2019, the ministry had the understanding that York Region was proceeding with the Langstaff EA without the Highway 400 portion. With that understanding the ministry has not been involved in anything for a year and a half. Can you please confirm with York Region Management whether that is the case?

Thank you,

Cristian

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** February 26, 2021 2:33 PM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>  
**Subject:** RE: Langstaff Road EA Study - Highway 400 Interchange Improvements

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Christian,

Can you please confirm if MTO is able to meet with Langstaff Road EA Project Team on the following days to discuss the next steps of the EA study and any comments the ministry may have?

**Monday March 15:**

- 1 PM to 2:45 PM

- 3:15 PM to 5:00 PM

**Tuesday March 16:**

- 1 PM to 2:45 PM
- 3:15 PM to 5:00 PM

**Wednesday March 17:**

- 1 PM to 2:45 PM
- 3:15 PM to 5:00 PM

**Thursday March 18**

- 3:15 PM to 5:00 PM

**Friday March 19**

- 1 PM to 2:30 PM

Thank you,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



610 Chartwell Rd, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2493  
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Email: [jian.guan@wsp.com](mailto:jian.guan@wsp.com)

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

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---

**From:** Guan, Jian

**Sent:** February-19-21 10:57 AM

**To:** 'Crosato, Cristian (MTO)' <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Deng, Bill <[Bill.Deng@york.ca](mailto:Bill.Deng@york.ca)>; Shah, Keyur <[Keyur.Shah2@wsp.com](mailto:Keyur.Shah2@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>

**Subject:** Langstaff Road EA Study - Highway 400 Interchange Improvements

Hi Cristian,

On behalf of York Region, WSP is currently in the process of completing the Langstaff Road EA Study from Weston Road to Highway 7. We met with the ministry back in the August 2019 and presented a Diverging Diamond Concept at the Langstaff Road and Highway 400 Interchange (see attached meeting minutes). As per Item 5.3, WSP has provided an updated design package based on the comments received from MTO following the meeting. For your reference, I have re-uploaded the design package to MicroSoft OneDrive. A link will be sent you in a separate email.

I had a brief phone conversation with Fiona Tam near the end of 2019 and was informed that the updated design packaged was presented to MTO Senior Management. MTO staff were instructed to review the design further. As we

are anticipating completing the study this Spring, we would like to follow up with the ministry to confirm if there are any additional comments. We would also like to request a meeting in March to go over any of the comments you may have and discuss the 'next steps' of the study. I will send out a list of suggested dates for the meeting next week.

Thank you and we look forward to hearing from you.

Kindly Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



610 Chartwell Rd, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2493  
Phone: +1 905-823-8500  
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---

**From:** Guan, Jian

**Sent:** July-31-20 10:18 AM

**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>

**Subject:** RE: Langstaff Road over Highway 400

Hi Cristian,

We look forward to working with you on the Langstaff Road EA.

We have only received the attached GA drawings for Bass Pro Mills Drive U/P and Langstaff Road U/P from Margaret back in 2016. I hope this helps.

Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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Email: [jian.guan@wsp.com](mailto:jian.guan@wsp.com)

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---

**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** July-29-20 10:11 AM  
**To:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>  
**Cc:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road over Highway 400

Thank you Katherine. Appreciate your response and looking forward to hearing from you.

Hope all is well,

Cristian

---

**From:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>  
**Sent:** July 29, 2020 10:10 AM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Subject:** RE: Langstaff Road over Highway 400

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Hi Cristian,

I apologize for the delay in response. Jian has been out of the office for a couple of weeks due to personal reasons. We will look into the request per your email and will respond accordingly.

Thanks,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Senior Project Manager | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2511  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
Email: [Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)  
wsp.com



---

**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Sent:** Thursday, July 16, 2020 10:37:58 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Subject:** FW: Langstaff Road over Highway 400

Hi Jian, I hope all is well.

We have not met yet but I have taken over this project from Fiona Tam as the MTO P&D representative. I look forward to working with you as the project goes forward.

Fiona Tam advised me that you are the consultant contact for the project. I believe this structure was constructed under the City of Vaughan, but is now the MTO's. Initiated by the inquiry below in this email thread and the need to retrieve the drawings for our files, I'm wondering if you could please provide existing structure drawings for the Langstaff Road Bridge over the Highway 400.

Thank you so much,

Cristian Crosato

---

**From:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Sent:** July 16, 2020 9:45 AM  
**To:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Subject:** FW: Langstaff Road over Highway 400

Cristian,  
Any help on this one? The consultant probably has all the information.  
Let us know,  
Thanks  
Frederic

---

**From:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Sent:** July 16, 2020 9:36 AM  
**To:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Subject:** RE: Langstaff Road over Highway 400

Hi Fred,

Cristian took over and would be able to provide assistance.

Thanks,  
Fiona

---

**From:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Sent:** July-16-20 9:33 AM  
**To:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:** FW: Langstaff Road over Highway 400

Fiona,  
Who took over your project for the Langstaff access NB to Hwy 400 study? Would you know of a contract for that project that could provide the Langstaff bridge drawings for us?  
Frederic

---

**From:** Kobiela, Mariusz (MTO) <[Mariusz.Kobiela@ontario.ca](mailto:Mariusz.Kobiela@ontario.ca)>  
**Sent:** July 16, 2020 9:27 AM  
**To:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Subject:** RE: Langstaff Road over Highway 400

Fred,

Do you know where can we could find the full set of drawings for this MTO bridge?

Thanks,  
Mariusz

---

**From:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Sent:** July 15, 2020 5:20 PM  
**To:** Kobiela, Mariusz (MTO) <[Mariusz.Kobiela@ontario.ca](mailto:Mariusz.Kobiela@ontario.ca)>  
**Subject:** RE: Langstaff Road over Highway 400

Sorry, that is the only drawing I have on file as well.  
Frederic

---

**From:** Kobiela, Mariusz (MTO) <[Mariusz.Kobiela@ontario.ca](mailto:Mariusz.Kobiela@ontario.ca)>  
**Sent:** July 15, 2020 1:47 PM  
**To:** Szymanski, Frederic (MTO) <[Frederic.Szymanski@ontario.ca](mailto:Frederic.Szymanski@ontario.ca)>  
**Subject:** FW: Langstaff Road over Highway 400

Fred,

I have received a request for structure drawings of Langstaff Road Underpass on the Highway 400. For some reason I do not have the full set of drawings for this structure, but only the GA (see attached). It looks like this structure was constructed under the City of Vaughan contract, but it's now MTO's and we should have the full set of drawings. Would you happen to have the drawings, or be able to find them? Otherwise, would the City of Vaughan be able to provide the drawings to MTO?

Thanks in advance,  
Mariusz

---

**From:** Doug Dixon <[ddixon@doug-dixon-associates.com](mailto:ddixon@doug-dixon-associates.com)>  
**Sent:** July 15, 2020 12:34 PM  
**To:** Kobiela, Mariusz (MTO) <[Mariusz.Kobiela@ontario.ca](mailto:Mariusz.Kobiela@ontario.ca)>  
**Subject:** Langstaff Road over Highway 400

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Mariusz

Good afternoon. It has been some time since we spoke. You might remember I was a Bridge Engineer with WSP when Goby Jeyagoby and I undertook the detailed design of several bridge rehabilitations in the Barrie-Orillia area. Three years ago I left the WSP organization and we opened a bridge engineering firm.

Our firm has been retained to evaluate several bridges(3) on a proposed route for a "permit" vehicle move. One of the bridges on the route is Langstaff Road over Highway 400? If I am not mistaken it might have been a MRC design from

some years back? Anyway, I am looking to obtain copies of the existing structure drawings and my enquires to date inside the MTO have suggested that this Bridge is in your "area" and that I should contact you?

As such, is it possible to obtain a copy of the bridge drawings for our use in the evaluation? We also need two bridges on Highway 7 which I believe is part of the Region of York's jurisdiction now(Hwy 7 over Humber and over Rainbow Creek).

If it is someone else I should be asking for the drawings, then please let me know and I will go through the proper channels

Thanks very much for any assistance you might be able to provide.

Best regards  
Doug

Doug Dixon P. Eng.  
President / Senior Bridge Engineer  
**Doug Dixon & Associates Inc.**  
345-2 County Court Boulevard  
Brampton, ON L6W 3W8  
**Cell 647-405-0634**  
**Office 647-405-0523**  
**Direct 647-264-7373**  
[ddixon@dougdixonassociates.com](mailto:ddixon@dougdixonassociates.com)



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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**METROLINX CORRESPONDENCE**

---

---

**From:** Joe Yu [<mailto:Joe.Yu@metrolinx.com>]  
**Sent:** Wednesday, January 25, 2017 9:17 AM  
**To:** Wolf, Brian  
**Subject:** RE: Comments for Langstaff Road EA Studay

Thank you very much Brian.

In the summer time, when Canada Wonderland opened, every day PM rush hours (3:00pm to 6:00pm) mostly need 20 minutes from Jane St to 400 Ramp along Rutherford Rd (Normally just need 2-5 minutes.

Take care;

Joe

---

**From:** Wolf, Brian [<mailto:Brian.Wolf@york.ca>]  
**Sent:** January-25-17 9:08 AM  
**To:** Joe Yu  
**Cc:** Kwan, Tim; Jim, Katherine ([JimK@mmm.ca](mailto:JimK@mmm.ca)); [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)  
**Subject:** Comments for Langstaff Road EA Studay

Joe,  
As the Project Manager for the Langstaff Road EA, your email below has been forwarded to me for appropriate action. Thank you for your input. Your comments are noted and will be included in the Environmental Assessment's public record.

Please contact me directly anytime if you have any further comments or questions.

**Brian Wolf, P. Eng.** | Senior Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext.75543 | [brian.wolf@york.ca](mailto:brian.wolf@york.ca) | [www.york.ca](http://www.york.ca)

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**From:** Joe Yu [<mailto:Joe.Yu@metrolinx.com>]  
**Sent:** Monday, January 23, 2017 3:07 PM  
**To:** roads.ea  
**Subject:** Comments for Langstaff Road EA Studay

Cathy/Brian

Based on the Spadina subway extension to hwy 7 & Jane St, Vaughan Metro Centre codos and businesses center developments, Vaughan mills and BRT line along hwy 7, the future hwy 7 and Rutherford Rd will definitely jam.

So , **proposed Langstaff Road connection across the CN MacMillan Rail Yard** and interchange improvements at Highway 400, in the City of Vaughan are necessary to reduce traffic jam in this area.

Thanks.

Joe Yu; P.Eng, M.Eng  
Project Manager; Track Standards, USRC, Capital Projects Group; Metrolinx  
T:416-202-5068  
C:416-795-4282  
[joe.yu@metrolinx.com](mailto:joe.yu@metrolinx.com)

20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3

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## Dabagh, Nadia

---

**From:** Tony To <Tony.To@metrolinx.com>  
**Sent:** November 10, 2021 3:28 PM  
**To:** George-Hiebert, Rhonda  
**Cc:** Wong, Colin; Kwan, Tim; Dabagh, Nadia; Katherine Jim; Adam Snow  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Rhonda,

Thank you for following up, and I apologize for not getting back to you sooner. It is my understanding that Metrolinx and York Region will be meeting this upcoming Monday at the monthly York Steering Committee meeting. The agenda is to include the Langstaff Road EA and further discussion on Metrolinx's position regarding the interim solution for the level crossing. At this time I ask that we hold off on meeting at the project level – if a follow up meeting after Monday is required, I am happy to accommodate.

Thanks and please feel free to give me a call if you'd like to discuss further.

### TONY TO

Project Manager  
Third Party Projects Review, Capital Projects Group  
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3  
T: 416.202.0809 C: 416.902.0157



---

**From:** George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>  
**Sent:** November 10, 2021 2:48 PM  
**To:** Tony To <Tony.To@metrolinx.com>  
**Cc:** Wong, Colin <Colin.Wong@york.ca>; Kwan, Tim <tim.kwan@york.ca>; Dabagh, Nadia <Nadia.Dabagh@wsp.com>; Katherine Jim <Katherine.Jim@cima.ca>; Adam Snow <Adam.Snow@metrolinx.com>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor  
**Importance:** High

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Hi Tony,

Could you confirm if your team is available this Friday (November 12) from 9 am to 10 am? If so let us know and we will send you the invite.

Regards,  
Rhonda



**Rhonda George-Hiebert, P.Eng., M.Eng.**  
Manager  
Transportation Planning  
(she/her)

T+ 1 289-835-2485  
M+ 1 437-214-2839

---

**From:** George-Hiebert, Rhonda  
**Sent:** November 8, 2021 7:37 AM  
**To:** Tony To <[Tony.To@metrolinx.com](mailto:Tony.To@metrolinx.com)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Tony,

I am following up on my voice mail I left you on Thursday. Would you be able to meet the following days times?

November 08 – 11am to 12pm  
November 12 – 9am to 10am

Regards,  
Rhonda



**Rhonda George-Hiebert, P.Eng., M.Eng.**

Manager  
Transportation Planning  
(she/her)

T+ 1 289-835-2485  
M+ 1 437-214-2839

---

**From:** George-Hiebert, Rhonda  
**Sent:** October 28, 2021 5:02 PM  
**To:** Tony To <[Tony.To@metrolinx.com](mailto:Tony.To@metrolinx.com)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Tony,

Thank you for your comments. We have provided responses to your comments in **green** below.

As noted below, please advise of your availability to meet in the coming weeks.

Regards,  
Rhonda



**Rhonda George-Hiebert, P.Eng., M.Eng.**

Manager  
Transportation Planning

(she/her)

T+ 1 289-835-2485

M+ 1 437-214-2839

---

**From:** Tony To <[Tony.To@metrolinx.com](mailto:Tony.To@metrolinx.com)>

**Sent:** August 10, 2021 8:47 AM

**To:** George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Rhonda,

My sincere apologies for the delay in responding. Thank you for circulating the GA drawing to Metrolinx for review. I understand the EA is investigating the widening of Langstaff Road, from Weston Road to Highway 7. I also understand the EA study is looking at both an interim (Phase 1) and final configuration for the Langstaff Road rail crossing. Comments are provided below.

1. Through the GO Expansion program, Metrolinx is working towards providing increased service and faster trains across the rail network. In order to deliver this program, existing level crossings are closely monitored and managed to reduce the risk of safety incidents and minimize congestion, for GO passengers and all road users. Any expansion of an existing at-grade crossing would present a potential risk to Metrolinx's ability to deliver faster, safer, and increased train service. Metrolinx cannot support the proposed interim proposal of widening Langstaff Road from 2 lanes to 4 lanes at a level crossing. **As part of the Langstaff Road EA Study, it is proposed that the footprint for a 6-lane Langstaff Road with grade separation at the GO Barrie Line be protected for the ultimate future condition based on projected AADT and exposure index. The proposed grade separation general arrangement was provided to Metrolinx for review.**

The widening of Langstaff Road to four lanes between Keele Street and Dufferin Street has been identified as part of the York Region Roads Capital Acceleration Reserve program and will serve as the interim condition on Langstaff Road before the ultimate 6-lane widening. The 4-lane detailed design assignment is now underway. The Region (including the respective Project Teams for the Langstaff Road EA and the Detailed Design assignment) would like to schedule a meeting with Metrolinx to discuss the approach under the 4-lane detailed design assignment, with an at-grade crossing-

Please advise Metrolinx staff's availability in the weeks of **November 1 and November 8**, and also confirm Metrolinx staff who will be attending.

2. As part of the GO Expansion program, Metrolinx is building additional infrastructure to electrify the corridor and provide electric train service. I note the vertical clearance provided meets Metrolinx's Electric Traction Standards. However, please note, given the wide span of the proposed bridge, OCS attachments at the bridge fascia (or throughout) may be required. Metrolinx can provide this information at later review phases, but it should be understood that electrification integration points should be within the scope of the bridge design. **Comments noted.**
3. The proposed bridge span protects Metrolinx's ability to potentially add a third track. I have no further comment in this regard. **Comments noted.**

4. The Regional Municipality of York will be required to enter into a Crossing Agreement with Metrolinx which will stipulate requirements to construct, operate, and maintain the bridge structure. **Comments noted.**

Apologies again for the late response. If you have questions or would like to discuss further, I am happy to have a call.

Thanks,

**TONY TO**

Project Manager

Third Party Projects Review, Capital Projects Group

Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.0809 C: 416.902.0157



---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** July 15, 2021 9:55 AM

**To:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Tony To <[Tony.To@metrolinx.com](mailto:Tony.To@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi Adam,

Thank you for kind words and the update. Enjoy your time off.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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Oakville, ON Canada L6J 4A5

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**From:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>

**Sent:** July-15-21 9:45 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Tony To <[Tony.To@metrolinx.com](mailto:Tony.To@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hello Jian, Rhonda – I just wanted to notify you that I will be off on vacation for a week beginning tomorrow (July 16). Review of the GA and related matters is underway and Tony To (copied on this email) will be your contact while I am away.

All the best to Jian and best of luck in your future endeavours.

Thanks,

Adam

**ADAM SNOW**

Senior Manager - Third Party Adjacent Works - GO/LRT  
Third Party Projects Review, Capital Projects Group  
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---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** July 9, 2021 6:34 PM

**To:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi Adam and Lisa,

I am just following on the review of the GO Transit Barrie Line Overhead structure design at Langstaff Road below.

Have a great weekend.

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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Phone: +1 905-823-8500  
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**From:** Guan, Jian

**Sent:** July-03-21 3:39 PM

**To:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Adam and Lisa,

I will be leaving WSP effectively on July 16, 2021. Please let us know if Metrolinx has any comments on the GA drawing for the Barrie GO Line overhead structure proposed as part of the Langstaff Road EA.

For future correspondence, please include Rhonda George-Hiebert, consultant project manager from WSP and Colin and Tim from the Region. I have cc'ed everyone in this email.

Thank you for your understanding and cooperation.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Guan, Jian

**Sent:** June-25-21 9:03 AM

**To:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Good morning Adam,

I am just following up on the review of the Langstaff Road overpass structure GA drawing at the Metrolinx GO Rail Barrie Line. Please let us know if we can expect comments from Metrolinx soon.

Have a great weekend.

Thank you,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>

**Sent:** June-08-21 2:05 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian – I see this is actually making the rounds. You have already had engagement with my team back in May (David Asafo). I will check in to confirm the status of consolidated set of Metrolinx comments.

Thanks

Adam

**ADAM SNOW**

Senior Manager - Third Party Adjacent Works - GO/LRT

Third Party Projects Review, Capital Projects Group

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T: 416.202.0134 C: 416.528.4864



---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** June 8, 2021 1:54 PM  
**To:** Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi Lisa,

Thank you.

[@Adam Snow](#)

Adam, please let us know if you have any questions or require any further information. We would really appreciate it if you could provide feedbacks from Metrolinx by June 25, 2021 as we are preparing to complete the draft ESR by late June/early July to be ready for filing this summer.

Thank you,

**Jian Guan, P.Eng.**  
Project Manager | Transportation Planning



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**From:** Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>  
**Sent:** June-08-21 1:48 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian

Thank you for your patience. I have connect with Adam Snow here at Metrolinx who's Team is responsible for Third Party Project Review. I share your request with Adam and his Team will follow up with you.

Take care and have a great day,

Lisa

---

**From:** Lisa De Angelis  
**Sent:** June 4, 2021 5:53 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian

My fault, I started my search to find out which group is responsible for be reviewing the Municipally led EAs as I am still very new. Thanks for the reminder.

Lisa

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** June 4, 2021 4:56 PM

**To:** Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi Lisa,

I am just following up on the status of your review on the Langstaff Road overpass bridge design over GO Rail Barrie Line.

Please let us know if you have any comments or concerns.

Have a great weekend.

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Sent:** May-13-21 9:34 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Thank you, Jian, I appreciate you taking my call today. We will review and summarize any comments or concerns. I recall you indicated that your timeline for filing the ESR is August/September. We'll get back shortly but do not hesitate to contact me if you have any concerns.

Thanks again,  
Lisa

**Lisa De Angelis, RPP, P.Eng.**

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C: [416-625-2483](tel:416-625-2483)



---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** May 13, 2021 5:20 PM

**To:** Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi Lisa,

Thank you for reaching out to me. The bulk of our discussion was included in my email to Elysia (see attached). Below is a brief summary of our discussion:

1. As part of the EA study, Langstaff Road is recommended to be widened to 6 lanes from Weston Road to Highway 7. The proposed improvements will be carried out in two phases:
  - a. **4-lane Interim Widening:** Subject to the EA approval of our current study, the Region is planning to implement the interim widening of Langstaff Road from 2 lanes to 4 lanes from Keele Street to Dufferin Street within the next 10 years. As part of the interim widening, Langstaff Road will cross the GO Barrie Line at grade.
  - b. **6-lane Ultimate Widening:** The 6-lane widening is currently not identified in the Region's 10-year capital plan. Under the ultimate 6-lane condition, Langstaff Road is proposed to go over Metrolinx GO Barrie Line on a 6-lane structure.
2. The Region is seeking Metrolinx's endorsement on the General Arrangement drawings (see attached email) for the proposed Langstaff Road structure over the GO Barrie Line under the ultimate condition, recognizing the structure will be constructed in a relatively longer term when Langstaff Road is widened to 6 lanes.
3. There are currently two existing tracks crossing Langstaff Road. Through our previous correspondence with Metrolinx, it was confirmed that Metrolinx has a plan for an additional track at the Langstaff Road crossing; however, the future third track alignment is not made available to the Project Team at this time. In order to provide maximum flexibility, our proposed structure can accommodate a total of four tracks, protecting for a third track on either side of the existing tracks. The structure design will be further refined in detail design once the location of the third track is confirmed in the future.

We look forward to hearing back from you.

Regards

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>

**Sent:** May-12-21 4:52 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>; Lisa De Angelis <[Lisa.DeAngelis@metrolinx.com](mailto:Lisa.DeAngelis@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Thanks for reaching out Jian. I am adding my colleague Lisa to this email as well.

Give us a few days to determine if a meeting is needed.

Connect soon,  
Naren

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Sent:** May 12, 2021 3:04 PM

**To:** David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hi David

Thank you for having the call with us this afternoon.

Hi Naren,

As discussed in my call with David this afternoon, it was noted that the OnCorr Sponsor Team would be responsible for the review of the proposed bridge design. As York Region is planning to complete the current study this Summer (tentatively August/September), it would be greatly appreciated if Metrolinx can provide comments in the coming weeks. We would be happy to arrange a call with the you to discuss our proposed design.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>

**Sent:** May-10-21 11:40 AM

**To:** Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Offboarded-CA <[Offboarded-CA@wsp.com](mailto:Offboarded-CA@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hello Everyone,

Further to Claudia and Elysia's email, I would like to add that any Third Party Works (Design and Construction) impacting Metrolinx Corridor or Tracks needs to be vetted through The Third Party Projects Review Department as well. It appears the project is the early stages of the development and all Metrolinx Stakeholders are aware of the project.

Jian – I propose we connect so we can continue to determine the project stage and schedule so we can gauge when to engage Aecom (Metrolinx Third Party TA) for technical review of the project. Let me know your availability.

Regards,

**David Asafo, C.E.T., B.A.Sc.**

TPPR, Project Manager

Capital Projects Group, Metrolinx

Suite 600 - 20 Bay Street, Toronto, Ontario, M5J 2W3

T: (416) 202-3668 C: 416.476.8734



---

**From:** Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>

**Sent:** May-10-21 11:12 AM

**To:** Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Naren Garg <[Naren.Garg@metrolinx.com](mailto:Naren.Garg@metrolinx.com)>

**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>

**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian,

Naren Garg from the OnCorr Sponsor Team would be the person to get in touch with. I've copied him on this e-mail.

Regards,



**Claudia Denes, P.Eng, PMP**

Sponsor, GO Expansion Early Works  
Benefits Management and Sponsorship Office  
97 Front Street West, Toronto, Ontario, M5J 1E6  
C: 416.315.6935



---

**From:** Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>  
**Sent:** May 7, 2021 9:28 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Claudia Denes <[Claudia.Denes@metrolinx.com](mailto:Claudia.Denes@metrolinx.com)>  
**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Scott McLaren <[Scott.McLaren@metrolinx.com](mailto:Scott.McLaren@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian,

Thanks for reaching out. For review of the Langstaff crossing on the Barrie rail corridor it is best to get in contact with the team at Metrolinx who is most familiar with this area of the corridor, unfortunately this no longer falls within my purview. I've looped in our sponsorship office contact, Claudia, to assist in getting this to the right team.

Claudia – the Langstaff crossing falls just south of Contract 2 limits on the Barrie corridor, I'm hoping you can assist Jian in getting this submission reviewed appropriately.

Thanks,

**Elysia Targa**

Project Manager, GO Expansion Project Delivery  
Metrolinx | 20 Bay Street | Suite600 | Toronto | Ontario | M5J 2W3  
C: 416-996-8048

---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** May-06-21 5:10 PM  
**To:** Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>  
**Cc:** Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

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Hello Elysia,

It has been a while since we last connected on the Langstaff Road Municipal Class EA and the proposed GO Rail Barrie Line grade separation identified as part of the study. At our last meeting with Metrolinx back in January 2018, we have

presented the overpass option (i.e. Langstaff Road going over GO Rail tracks) as the preliminary preferred alternative which was presented to the public at Open House # 2 in November 2018. For your reference, I have attached the meeting minutes and the presentation slide deck from the meeting. I would also like to point out that the January 2018 meeting was held before you became our main contact of the project.

Since Open House #2, we have carried out a tremendous amount of technical work to develop the preliminary Recommended Plan and had extensive consultation with various stakeholders and property owners. As we are trying to wrap up the study, please find the attached draft GA for the GO Rail Barrie Line crossing. The Region is planning to complete the EA this Summer and would appreciate to have your comments before filing.

Please note that the GO Rail Barrie Line crossing grade separation is being proposed for the ultimate condition when Langstaff Road is to be widened to 6-lanes which is projected to be a long-term improvement and is currently not included in the Region's 10-year capital plan; however, the Region is planning to widen Langstaff Road from the existing two-lane cross-section to a four-lane cross-section from Keele Street to Dufferin Street as part of the interim improvement. As part of the interim improvement, the existing at-grade crossing will be retained. Subject to EA approval of the current study, the interim widening is anticipated to take place within the next 10 years.

Lastly, as per Dean's email below, Metrolinx has a plan for a future third track crossing Langstaff Road. Without knowing the alignment of the third track, the proposed structure provides sufficient vertical and horizontal clearance for a total of four(4) tracks so that it can accommodate a future third track on either side of the existing two tracks. The structure GA will be refined in detail design to accommodate a total of (3) tracks once the alignment of the future third track is confirmed through further consultation with Metrolinx.

Please feel free to give me a call and I would be happy to answer any questions you may have. We thank you in advance for your review.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>

**Sent:** March-06-19 5:15 PM

To: Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

Cc: [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; West, Dwayne <[Dwayne.West@wsp.com](mailto:Dwayne.West@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; [tim.kwan@york.ca](mailto:tim.kwan@york.ca); Adam Snow <[Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com)>; David Asafo <[David.Asafo@metrolinx.com](mailto:David.Asafo@metrolinx.com)>

Subject: Re: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hello Jian - As previously indicated in the original communication we are currently showing a future third track at this location.

I will also forward comments from the sponsorship office regarding the alignment of the third.

Best regards,

**Dean P Bragg, CET**

Third Party Projects Officer

Third Party Projects and Utilities Group

Pre-Construction Services, Metrolinx

[20 Bay Street, Suite 600, Toronto, Ontario, M5J 2W3](#)

[Dean.Bragg@Metrolinx.com](mailto:Dean.Bragg@Metrolinx.com)

T: [416-202-3651](tel:416-202-3651) C: [416-931-2778](tel:416-931-2778)



On Mar 5, 2019, at 15:07, Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)> wrote:

Hi Dean,

I am following on Elysia's email below. Can you please confirm the number of tracks to be protected at the Barrie Line and Langstaff Road crossing? It will be much appreciated if you can get back to us at your earliest convenience.

Regards,

**Jian Guan, P.Eng.**

Project Engineer | Transportation Planning



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Email: [jian.guan@wsp.com](mailto:jian.guan@wsp.com)

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

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**From:** Elysia Targa <[Elysia.Targa@metrolinx.com](mailto:Elysia.Targa@metrolinx.com)>  
**Sent:** February-15-19 3:10 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Dean Bragg <[Dean.Bragg@metrolinx.com](mailto:Dean.Bragg@metrolinx.com)>  
**Cc:** [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; West, Dwayne <[Dwayne.West@wsp.com](mailto:Dwayne.West@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>; Kerrie Kerenidis <[Kerrie.Kerenidis@metrolinx.com](mailto:Kerrie.Kerenidis@metrolinx.com)>; Roberto Sguassero <[Roberto.Sguassero@metrolinx.com](mailto:Roberto.Sguassero@metrolinx.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian,

Before Kerrie left she had looped in our third parties and properties group to confirm the number of tracks to protect for at Langstaff. I've cc'd the contact here, Dean Bragg.

Dean – do you have any updates to help Jian out per the email below? If we can be of assistance please let us know.

Regards,

Elysia Targa  
Project Coordinator, RER Non-AFP Early Works  
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 2W3  
T 416-996-8048

---

**From:** Guan, Jian [<mailto:Jian.Guan@wsp.com>]  
**Sent:** February-15-19 12:05 PM  
**To:** Elysia Targa; Roberto Sguassero  
**Cc:** [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham; Douglas Smith; Jim, Katherine; West, Dwayne; Choi, Han; Kerrie Kerenidis  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Elysia and Roberto,

I am following up on my email to Kerrie. We are looking for confirmation on whether to protect for two or three tracks at the Langstaff Road and Barrie GO Line crossing.

In addition, we understand a trail connection is being proposed under the new Barrie GO Line structures at West Don River. Would you be able to provide the drawing showing this trail connection so that we can reference to it as part of our EA study?

Thank you,

**Jian Guan, P.Eng.**  
Project Engineer | Transportation Planning



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**From:** Kerrie Kerenidis <[Kerrie.Kerenidis@metrolinx.com](mailto:Kerrie.Kerenidis@metrolinx.com)>  
**Sent:** January-24-19 3:15 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; West, Dwayne <[Dwayne.West@wsp.com](mailto:Dwayne.West@wsp.com)>; Choi, Han <[Han.Choi@wsp.com](mailto:Han.Choi@wsp.com)>  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Jian,

As discussed, I will be reaching out to our internal groups to confirm if you are to protect for two or three tracks and hope to provide an answer to you shortly.

Thanks,

**Kerrie Kerenidis, M.A.Sc., P.Eng.**  
T: 416.202.4991 C: 416.432.6301

---

**From:** Guan, Jian [<mailto:Jian.Guan@wsp.com>]  
**Sent:** January-14-19 4:34 PM  
**To:** Kerrie Kerenidis  
**Cc:** Randal Dreise; [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham; Douglas Smith; Mike Stancu; Jim, Katherine; Ahmed, Neil; West, Dwayne; Choi, Han  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Kerrie,

Following our last meeting with Metrolinx on January 19, 2018, where we presented the preferred Overpass Option for the GO Rail Barrie Line crossing at Langstaff Road. Metrolinx subsequently provided the attached drawings. It is shown two tracks will be crossing Langstaff Road in the future; whereas, for the West Don River crossing, a third track – a diversion track was included.

We would like confirm if we would need to protect two tracks as shown in Drawings C-017 or to protect for an additional diversion track (3 tracks) for our overpass structure. If a third track is required, can Metrolinx please provide the alignment of the track?

Thank you,

**Jian Guan, P.Eng.**  
Designer | Transportation Planning



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**From:** Mike Stancu [<mailto:Mike.Stancu@metrolinx.com>]  
**Sent:** February-28-18 2:35 PM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Randal Dreise <[Randal.Dreise@metrolinx.com](mailto:Randal.Dreise@metrolinx.com)>; [Brian.wolf@york.ca](mailto:Brian.wolf@york.ca); Matthew Graham <[Matthew.Graham@metrolinx.com](mailto:Matthew.Graham@metrolinx.com)>; Douglas Smith <[Douglas.Smith@metrolinx.com](mailto:Douglas.Smith@metrolinx.com)>  
**Subject:** FW: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Good afternoon,

Please find below comments from our Consultant Hatch regarding drawings on a CD sent to me.

Doug,

Please review these comments with your team at Rutherford as per Michael Proctor suggestion noted in below e-mail.

Best Regards,

<[image002.jpg](#)>

Mike Stancu, P.Eng.

Project Coordinator

Rail Corridor Infrastructure

GO Transit, a division of

Metrolinx

20 Bay Street, 20<sup>th</sup> Floor

T: 416-202-5038

C: 416-526-2307

E-mail: [Mike.Stancu@metrolinx.com](mailto:Mike.Stancu@metrolinx.com)

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---

**From:** Proctor, Michael [<mailto:michael.proctor@hatch.com>]  
**Sent:** February-28-18 2:27 PM  
**To:** Mike Stancu  
**Cc:** Doris, Stephen; Armstrong, Mark; .345492-MLX - BARRIE RAIL CORRIDOR EXP - PW  
**Subject:** RE: MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Hi Mike,

Thanks for forwarding, I've only a couple minor comments:

- This project is outside the BRCE construction limits (within the exclusion zone – Mile 12.86 to 16.50) and thus not expected to impact construction,
- Clearances under the structures to be verified,
- Confirm number of track being accommodated,
- If not already provided suggest this be forwarded to the Rutherford Road Grade Separation team (MX and Hatch) for comments. Timing of this work may present conflicts with track protection – overlapping Rule 42.
- Advise Region of limited construction windows due to increase in GO service,
- Diversion track considerations for road under option – 2 tracks,

Regards

Michael Proctor  
**HATCH**  
 905 403 3937

---

**From:** Aconex Notification (MX-BarrieTWADP2(RCI)) [<mailto:noreply@aconex.com>]  
**Sent:** Wednesday, February 28, 2018 12:36 PM  
**To:** Proctor, Michael <[michael.proctor@hatch.com](mailto:michael.proctor@hatch.com)>  
**Subject:** MTX-TRANSMIT-000206: Langstaff Overpass and Underpass over Rail Corridor

Dear **Michael**,

You have received a new [Transmittal: MTX-TRANSMIT-000206](#)

**Project:** MX-BarrieTWADP2(RCI)

**Type:** Transmittal

**Mail Number:** MTX-TRANSMIT-000206

**To:** Mr Robert Netopilik, GO Transit

Mr Mel White, GO Transit

Mark Armstrong, Hatch Infrastructure Corporation

Stephen Doris, Hatch Infrastructure Corporation

**Mr Michael Proctor, Hatch Infrastructure Corporation**

Dan O'Donohue, Metrolinx

Dean Bragg, Metrolinx

Steve Delvecchio, Metrolinx

Mr Roberto Donatelli, Metrolinx

Bruce Sevier, Metrolinx

Adam Snow, Metrolinx

Jennifer Capan, Metrolinx-RER

Nick Di Iorio, Metrolinx-RER

Randal Dreise, Metrolinx-RER

Tania Gautam, Metrolinx-RER

Matthew Graham, Metrolinx-RER

Shannon McNeill, Metrolinx-RER

Mr Constantin Urma, Metrolinx-RER

Jim Georgas, R.J. Burnside International Limited

Doug Keenie, R.J. Burnside International Limited

**From:** M Stancu, Metrolinx-RER

**Sent:** 2/28/18 5:36:06 PM GMT (GMT +00:00)

**Reason:** Issued for Review

**Status:** N/A

**Subject:** Langstaff Overpass and Underpass over Rail Corridor

#### Uploaded Documents

| Document No.                  | Revision | Title                   | Status     |
|-------------------------------|----------|-------------------------|------------|
| 3216079-400-Overpass Reduced  | 0        | Langstaff Overpass DWG  | For Review |
| 3216079-400-Underpass Reduced | 0        | Langstaff Underpass DWG | For Review |

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The Aconex Team

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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**CITY OF VAUGHAN CORRESPONDENCE**

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

From: Furfaro, Cindy [<mailto:Cindy.Furfaro@vaughan.ca>]

Sent: Wednesday, February 01, 2017 11:36 AM

To: Wolf, Brian

Cc: Racco, Sandra

Subject: FW: Environmental Assessment Langstaff Road File# T02 99805 (99806, 99540) - Ward 4 Comments

Good morning Brian,

Please find a copy of Councillor Racco's comments for the file listed above.

Thank you,  
Sonia Furtado  
On behalf of

Cindy Furfaro-Benning  
Executive Assistant  
Councillor Sandra Yeung Racco  
Ward 4, Concord/Thornhill North  
905-832-8585 ext. 8198  
[cindy.furfaro@vaughan.ca](mailto:cindy.furfaro@vaughan.ca)

To subscribe to Councillor Racco's e-newsletter, please click [here](#).  
Follow Councillor Racco on [Twitter](#).

Visit Racco's Community Forum on Facebook.

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The Regional Municipality of York  
Municipal Class Environmental Assessment  
Langstaff Road from Weston Road to Highway 7  
Notice of Commencement  
City of Vaughan - Ward 4 Response Form

|                         |                          |
|-------------------------|--------------------------|
| Contact Name and Title: | SANDRA YEUNG RACCO       |
| Address:                | 2141 MAJOR MACKENZIE DR. |
| Phone:                  | 905-832-8585 x 8342      |
| Email:                  | sandra.racco@vaughan.ca  |

The study is in its initial stages and information can be provided as it progresses.

Please assist us in identifying your interests:

|   | YES                                 | NO                       |
|---|-------------------------------------|--------------------------|
| 1. Do you wish to participate in this project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. If "no," would you like your organization to be removed from the project contact list? | <input type="checkbox"/>            | <input type="checkbox"/> |

Please note specific concerns and comments:

My greatest concern is to find fundings/ways to connect Langstaff between Creditvale over to Keele which will allow truck traffic to stay on Langstaff. As well want to ensure there is a full interchange @ Langstaff / Hwy 400.

Please return this form to:

Brian Wolf, P.Eng.  
Senior Project Manager  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON, L3Y 6Z1  
Email: [brian.wolf@york.ca](mailto:brian.wolf@york.ca)

**From:** Wolf, Brian <Brian.Wolf@york.ca>  
**Sent:** February-17-17 8:33 AM  
**To:** Jim, Katherine  
**Cc:** Kwan, Tim; Ahmed, Neil  
**Subject:** FW: Municipal Class EA Langstaff Road from Weston Road to Highway 7 COV Response Form  
**Attachments:** EA Langstaff Response Form.pdf

Katherine,  
For our records.

Thank you

**Brian Wolf, P. Eng.** | Senior Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext.75543 | [brian.wolf@york.ca](mailto:brian.wolf@york.ca) | [www.york.ca](http://www.york.ca)  
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**From:** Gillis, Jacquelyn [<mailto:Jacquelyn.Gillis@vaughan.ca>]  
**Sent:** Thursday, February 16, 2017 10:28 AM  
**To:** Wolf, Brian  
**Subject:** Municipal Class EA Langstaff Road from Weston Road to Highway 7 COV Response Form

Good Morning Brian,

Please find attached two response forms for Andrew Pearce, Director of Development Engineering & Infrastructure Planning and Selma Hubjer, Manager of Transportation Planning.

Should you require anything further please let me know.

Thank you,  
Jacquelyn

**Jacquelyn Gillis, B.A. (Hons.)**  
**Administrative Assistant**  
**Development Engineering & Infrastructure Planning**  
City of Vaughan  
Tel: (905) 832-8585 ext. 8262



The Regional Municipality of York  
Municipal Class Environmental Assessment  
Langstaff Road from Weston Road to Highway 7  
Notice of Commencement  
City of Vaughan Response Form

|                         |  |
|-------------------------|--|
| Contact Name and Title: | Selma Hubjer<br>Manager, Transportation Planning |
| Address:                | 2141 Major Mackenzie, Vaughan ON, L6A 1T1        |
| Phone:                  | (905) 832-8585 ext. 8674                         |
| Email:                  | selma.hubjer@vaughan.ca                          |

The study is in its initial stages and information can be provided as it progresses.

Please assist us in identifying your interests:

|   | YES | NO |
|---|-----|----|
| 1. Do you wish to participate in this project?  | ✓   |    |
| 2. If "no," would you like your organization to be removed from the project contact list? |     |    |

Please note specific concerns and comments:

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Please return this form to:

Brian Wolf, P.Eng.  
Senior Project Manager  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON, L3Y 6Z1  
Email: [brian.wolf@york.ca](mailto:brian.wolf@york.ca)





The Regional Municipality of York  
Municipal Class Environmental Assessment  
Langstaff Road from Weston Road to Highway 7  
Notice of Commencement  
City of Vaughan Response Form

|                         |  |
|-------------------------|--|
| Contact Name and Title: | Andrew Pearce<br>Director, Development Engineering & Infrastructure Planning |
| Address:                | 2141 Major Mackenzie, Vaughan ON, L6A 1T1                                    |
| Phone:                  | Business: (905) 832-8585 ext. 8055   |
| Email:                  | Andrew.Pearce@vaughan.ca   |

The study is in its initial stages and information can be provided as it progresses.

Please assist us in identifying your interests:

|   | YES | NO |
|---|-----|----|
| 1. Do you wish to participate in this project?  | ✓   |    |
| 2. If "no," would you like your organization to be removed from the project contact list? |     |    |

Please note specific concerns and comments:

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Please return this form to:

Brian Wolf, P.Eng.  
Senior Project Manager  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON, L3Y 6Z1  
Email: [brian.wolf@york.ca](mailto:brian.wolf@york.ca)





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## memorandum

**DATE:** January 25, 2018

**TO:** Marta Roias, Transportation Project Manager, Infrastructure Planning and Corporate Asset Management

**FROM:** Frank Marzo, Senior Planner, Policy Planning and Environmental Sustainability  
Ruth Rendon, Senior Environmental Planner, Policy Planning and Environmental Sustainability

**RE:** York Region Langstaff Road Class Environmental Assessment (EA) Study  
(Weston Road to Highway 7) Comments

---

The Policy Planning and Environmental Sustainability (PPES) Department has reviewed the York Region Langstaff Road Class EA Study (Weston Road to Highway 7), as provided by your department. PPES staff have and conducted a policy and environmental review within Study Area, including a review of design options and improvements of key infrastructure elements. Our comments are provided below.

### **Background**

#### **Vaughan Mills Centre Secondary Plan Status**

The Class EA Study Area includes the Vaughan Mills Centre Secondary Plan which was adopted by the City of Vaughan Council on March 18, 2014 and by York Region Council on July 11, 2014 with modifications. The Plan is currently subject to appeals at the Ontario Municipal Board.

A Transportation Study Assessment was prepared in June 2015 by MMM Group to address transportation issues and support the Vaughan Mills Centre Secondary Plan (VMCSP). A Transportation Assessment Addendum, also dated June 2015, was prepared with further updates to trip generation, traffic conditions and transit system improvements. The information and findings contained within these documents need to be considered by the Langstaff Road Class EA project team. PPES request that Vaughan Engineering and MMM Group staff review the EA material to ensure there are no impacts to the VMCSP from a Transportation Engineering perspective.

### **General Comments**

#### **Vaughan Official Plan- Volume 1**

#### **City of Vaughan Official Plan (VOP) 2010 Urban Structure**

Most of the EA Study Area is located within the "Employment Areas" as per Schedule 1 (Urban Structure) of VOP 2010; and contains primarily "General Employment" and "Prestige Employment" land uses. There are also portions of the Study Area that are designated "Natural Areas", "Parks", Employment Commercial Mixed-Use" and Low-Rise Residential land uses dispersed throughout as per Schedule 13 of VOP 2010 (Attachment 1).

The Study Area contains or is within close proximity to areas identified as Intensification Areas:

- “Regional Centre”- Vaughan Metropolitan Centre (VMC);
- “Primary Centre” - Weston Road and Highway 7 and Vaughan Mills Secondary Plan areas;
- “Local Centre”- Concord GO Centre and Carville Centre

Intensification areas are generally intended to be developed with a mix of uses and appropriate heights and densities to support complete communities with higher-order transit, as well as walking and cycling. Design improvements to Langstaff Road should enhance transportation connections to and from these identified Intensification Areas, with an emphasis on the provision of pedestrian, cycling and transit infrastructure to promote a range of mobility options for all users.

As Langstaff Road is Major Arterial part of the municipal street network, staff recommend the Langstaff EA Study have regard for applicable VOP 2010 policies and associated design considerations.

As per Section 2.2.4.9 and 2.2.4.10 of VOP 2010 (Employment Areas), Langstaff Road should enhance and improve local transit and accommodate active transportation throughout the Study Area.

### Street Network

Schedule 9 - Future Transportation Network of VOP 2010 classifies Langstaff Road as a Major Arterial (Regional). As per VOP 2010 Section 4.2.1 “Arterials play an important role in moving large volumes of traffic and will be the primary location for rapid transit service...In addition to enhanced pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping and other place-making initiatives to improve the quality of place, especially in Intensification Areas.”

Section 4.1.1 Transforming Transportation states that “the street network should enhance transportation opportunities for transit, walking, cycling while potentially resulting in reduced capacity for cars where overall capacity increases can be achieved” (4.1.1.5). Subsequent policies 4.1.1.6-4.1.1.7 support the development and implementation of the long-term transportation network, including the implementation of the City’s Pedestrian and Cycling Master Plan (Active Together Master Plan which is to be updated in 2018) and York Region’s Pedestrian and Cycling Master Plan, with the appropriate agencies and municipalities.

Langstaff Road, as a major arterial road, should be designed to accommodate all mobility options and redesigned with a balanced right-of-way that supports and enhances the needs of pedestrians, cyclists, transit users and drivers (4.2.1.29-4.2.1.30). Improvements to Langstaff Road should also consider streetscaping and public art initiatives to further enhance the street for all users (4.2.1.33). The City should work with York Region to design arterial streets with street cross-sections that have reduced daylight triangle(s) and curb radii requirements, as well as on street parking to create a more pedestrian and transit-friendly street environment (4.2.1.16).

The conversion of the Highway 400 Langstaff Interchange to a full-move interchange is supported by the policy framework of VOP 2010. Schedule 9 identifies the Highway 400 Langstaff Road Interchange as an area for ‘Interchange Improvements’. Section 4.2.1.10 of VOP 2010 notes the following: “To work with York Region and the Province to secure improvements to, and new interchanges with, 400-series highways as identified on Schedule 9 and in particular at Highway 400 and Steeles, Langstaff, and King-Vaughan Road, and at Highway 7 within the Vaughan Metropolitan Centre. The City will seek to secure land for such purposes, where warranted,

through the development approvals process.” The City should also work with the Province to restore and enhance the landscaping within and adjacent to Highway 400 and the associated interchanges, where appropriate (4.2.1.11).

Section 4.2.1.6 provides further guidance for network improvements within the EA study area, namely the implementation of the Langstaff Road widening and completion of Langstaff Road over the CN Rail corridor, as identified on Schedule 9. In addition, it also identifies the Highway 400 interchange improvements. Schedule 9 also identifies a proposed new north-south Minor Collector Road Link of Bass Pro Mills that connects to Rutherford Road.

#### Travel Demand Management

A review of the study area transportation network future conditions (2041) should incorporate Travel Demand Management criteria that can provide alternatives to driving, especially during peak commuting periods. These alternatives should include carpool and rideshare programs, variable work start times, telecommuting, in addition to providing enhanced pedestrian and transit infrastructure (Section 4.3.3). It is important to promote travel demand management programs to reduce future dependence of single-occupant vehicle travel on Langstaff Road (4.3.3.1).

#### Supporting Goods Movement

The improvements to Langstaff Road, including the Highway 400 interchange improvements at Langstaff Road and Bass Pro Mills Drive, the Langstaff Road CN Rail Yard crossing, and the road widening in the Employment Areas within the Study Area will help to support goods movement to and from nearby Employment areas. These improvements should be in line with VOP 2010 policy 4.4.2.3 and 4.4.2.7. Truck activity and any impacts from truck traffic should be minimized in Community Areas and Intensification Areas (4.2.2.6).

#### The Public Realm

Section 9.1.1 of VOP 2010 provides policy direction for public streets and their role and function within the public realm. The re-design of Langstaff Road, a public street, should adhere to policies 9.1.1.2-9.1.1.4.

#### **Vaughan Official Plan – Volume 2 - Vaughan Mills Centre Secondary Plan**

The EA Study Area includes options that will impact the VMCSPP area, and in particular Bass Pro Mills Drive and the Highway 400 Interchange and overpass.

The preferred Future Design Option for Highway 400 Interchange improvements, including access to/from Vaughan Mills, must consider the VMCSPP policy framework.

The VMCSPP future street network (Section 4.2) supports multi-modal design that enhances the public realm and encourages walking, cycling and transit. A fine grain road network has been proposed for the VMCSPP area (Attachment 2).

Capacity issues as identified in the VMCSPP MMM Transportation Study Report need to be reviewed in order to establish a better understanding of the traffic impacts on the proposed surrounding land uses. The proposed options may preclude the outcome of the ongoing OMB hearing and/or the future Block Plan approval process.

### Bass Pro Mills Drive

Bass Pro Mills is identified as a Major Collector and major 'green street' that connects Weston Road and Jane Street (Section 4.2.4.2). As a proposed 'green street', the VMCSPP recommends that Bass Pro Mills Drive include a multi-use path. The Multi-use path is intended to provide three main functions (4.2.4.3):

- a) to provide a green, attractive interface to create a more pedestrian friendly and urban environment;*
- b) to create an attractive and usable green buffer for adjacent development planned to front the roadway; and*
- c) to create a multi-use trail that links the east and west areas of Vaughan Mills Centre”.*

With respect to future improvements to Bass Pro Mills Drive please reference the proposed street-cross section of Bass Pro Mills (Attachment 3) as per the VMCSPP Appendix A: Street Cross Sections.

### West of Highway 400 and Highway 400 Interchange

In addition, the VMCSPP shows new street connections/road improvements west of Highway 400 to improve and mitigate traffic in the area, (4.2.7.3):

- “ A revised ramp entrance to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed east-west collector road and the proposed north-south collector parallel to Highway 400. This will provide south bound access for traffic originating on both the east and west side of Highway 400, and help to distribute southbound traffic away from boundary roads.*
- The extension of Bass Pro Mills Drive to Weston Road. This roadway extension will provide an important connection between lands west and east of Highway 400 and will generally help to distribute east-west traffic in the area. Existing and future highway crossings should be pedestrian and bicycle friendly.*
- A new connection to Weston Road, opposite the existing Astona Boulevard signalized intersection, from the proposed internal road network shall be protected for. Consideration will be given to mitigate the potential for traffic into the neighbourhood of Weston Downs, west of Weston Road. Future consideration of the protection for this connection shall be reviewed by York Region no sooner than 2019.*
- A third connection to Weston Road from the internal street grid north of the proposed Weston Road/Bass Pro Mills Drive intersection is proposed.*
- A new internal north-south collector street between the proposed Bass Pro Mills extension with Rutherford Road opposite the Vellore Woods Boulevard/Rutherford Road intersection.*
- New internal north-south collector streets are proposed with a new connection at Rutherford Road parallel to Weston Road. Consideration will be given to connecting these streets with the existing Westcreek Drive and Creditview Road south of the Study Area.”*

Section 4.2.7.3 also provides policy direction for enhanced non-auto connections across Highway 400 to further support the multi-modal network (4. Enhanced Connections across Highway 400). Opportunities for pedestrian and bike facility design enhancements include cantilevering across

both the Rutherford Road and Bass Pro Mills Drive Highway 400 crossings, as well as options for future pedestrian bridges:

*“Connecting the areas east and west of Highway 400 for sustainable travel modes is an important goal, which is integral to moving this area beyond its current pattern of auto dominance. Pedestrian and bike facilities should be enhanced on the Rutherford Road and Bass Pro Mills Drive crossings as opportunities and/or funding permit. Cantilevering a wider pedestrian/cycling path is possible on both existing bridges crossing Highway 400. This should be completed on the north side of Bass Pro Mills Drive to continue the proposed multi-use path west to Weston Road. On Rutherford Road, given the presence of the Highway 400 ramps, a wider sidewalk can be created by cantilevering out from the bridge. Alternatively, when and if the bridge is reconstructed in future, a wider sidewalk can be built. Finally, the potential for a new pedestrian bridge is a long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.*

*Finally, the potential for a new pedestrian bridge is a long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.”*

#### Specific Comments

PPES staff have the following comments with respect to the Highway 400 Interchange Options 1-3 as they pertain to the VMCSPP:

##### Option 1

- PPES staff seek confirmation whether the EA project team has reviewed and incorporated the findings of the Vaughan Mills Transportation Study (MMM Group) in determining Option 1
- The proposed Ramp-Off-Ramp configuration immediately south of Rutherford Road will impact the limits of the Regionally approved “Employment Commercial Mixed-Use” and “Greenway Public Open Space” land use designations within the VMCSPP, as well as access to/from the Greenway;
- A ramp reconfiguration of Bass Pro Mills was identified and proposed on Schedule F: Transportation Network within the VMCSPP; and
- The proposed Langstaff off-ramp configuration and road limits will have impacts to existing general employment uses immediately to the west of the Langstaff Road off-ramp from Highway 400

##### Option 2

- PPES staff seek confirmation whether the EA project team has reviewed and incorporated the findings of the Vaughan Mills Transportation Study (MMM Group) in determining Option 2;
- What is the impact of Option 2 on the proposed land uses and traffic circulation for the area (Vaughan Mills Centre Business District)?
- Option 2 removes the proposed Bass Pro Mills Off-ramp, what are the implications of this modification with respect to the Vaughan Mills Transportation Study; and
- The re-routing of the northbound Bass Pro Mills Off-ramp north of Langstaff Road has land use impacts to the surrounding “General Employment” land uses in the area; the re-route has also not been identified on Schedule 9: Transportation Network of VOP 2010.



### Option 3

- Option 3 provides minimal changes to the existing and proposed Transportation Network within and surrounding the VMCSP area, however further study is needed to assess the impact of Option 3 on the proposed land uses and traffic circulation for the Vaughan Mills Centre Business District

It is suggested the landowners within the VMCSP area be consulted respecting all 3 options as part of the Langstaff EA process to ensure they have been informed and kept up-to-date with any proposed transportation network changes. Further, the absence of an OMB decision on the VMCSP and the Vaughan Mills Business District (west of Highway 400) and certain land use assumptions may impact the three options proposed. These Highway 400 interchange options should be subject to change and may necessitate a review based on any changes to the land use and/or transportation network of the VMCSP.

### **Weston Road and Highway 7 Secondary Plan – Phase 1**

The PPES Department will be leading the Weston Road and Highway 7 Secondary Plan- Phase 1 review and retaining a consulting team in early 2018 to complete a background study, land use planning framework, land use scenarios and a preliminary transportation assessment. As a “Primary Centre” the Plan Area is to be developed as a transit-oriented, pedestrian-friendly destination that supports area residents while facilitating an appropriate transition to neighbouring community areas. It is intended to provide future uses that will serve the Community Areas of the city, including retail, institutional, office, and community uses.

It should be noted that the Preliminary Transportation Assessment of the Weston Road and Highway 7 Secondary Plan- Phase 1 will:

- Identify critical transportation network connections;
- Establish transportation network constraints;
- Incorporate relevant findings and impacts of additional transportation studies; and
- Incorporate feedback from stakeholders and agencies such as York Region, MTO and York Region Transit

Subsequent to the completion of phase 1, Phases 2 and 3 will build on the land use planning framework established by phase 1 in order to complete the Secondary Plan, which is to include proposed land use, urban design, and transportation policies. A future street/transportation network will be proposed and will review any changes and/or improvements to the street network and surrounding area, including the Langstaff EA Study Area and the associated Highway 400 Interchange Improvements.

### **Concord GO Centre Secondary Plan Area and Concord GO Mobility Hub Study**

The Concord GO Centre Secondary Plan Study was approved by York Region in May 2015 and provides a land use plan for the Intensification Area, which is identified as a Local Centre in VOP 2010. As a Local Centre, the Secondary Plan identifies opportunities for Low-rise, High-rise and employment commercial mixed use development to create a complete community that will support

the proposed higher-order transit infrastructure. With the confluence of GO Transit, VivaNext, and the proposed 407 Transitway the area has been identified as a Mobility Hub.

A Concord GO Mobility Hub Study is planned and should incorporate any changes and/or improvements to the street network and surrounding area, as identified through the Langstaff Road EA, and be included in future transportation and traffic analyses.

### **Environment**

The Study Area contains “Core Features” as shown in Schedule 2 of VOP 2010, as such, the policies contained in Section 3.2.3.4 apply as it relates to the EA process. “Core Features” include valley and stream corridors, woodlands, wetlands, fish and wildlife habitat, and significant habitat of endangered and threatened species. There are three valley and stream corridors identified within the Study Area (area A to C), as noted on Attachment 4. The valley and stream corridors east of the CN McMillan Yard form part of the Urban River Valley designation in the Greenbelt Plan Area (2017). Section 6 of the Greenbelt Plan is applicable to the review of the EA process as it relates to the Urban River Valley designation. The Toronto and Region Conservation Authority (TRCA) regulates valley and stream corridors as per Ontario Regulation 166/06. Please refer to the policies of section 3.3.1.1 of VOP 2010 for provisions. The City will defer to the TRCA for technical advice and regulatory approvals as it relates to the lands identified on Natural Areas.

A significant tableland woodland is located just east of Dufferin Street, along Langstaff Road, Area D in Attachment 4. Woodlands are protected as per policy 3.3.3 of the VOP 2010. The City should be consulted on all proposed mitigation plans to protect this feature.

The Region must abide by the *Endangered Species Act* (2007) regulated by the Ministry of Natural Resources and Forestry (MNR). The EA project team should confirm with the MNR Aurora District Office the presence of any potential Species at Risk and subsequent field studies should confirm the presence of these species. Refer to the MNR Species at Risk website for further information <https://www.ontario.ca/page/species-risk>

The Study Area is also within the Source Water Protection Recharge Management Area (WHPA-Q) identified by the Toronto and Region and Central Lake Ontario (CTC) Source Protection Plan (Plan) which contains a series of policies to protect our drinking water sources from potential drinking water threats. See link below for further information <http://conservationontario.ca/what-we-do/source-water-protection>. The EA must address the *Clean Water Act* (2006) Plan requirements.

We recommend that the City’s Draft Environmental Management Guidelines, the City’s Natural Heritage Network Study and VOP 2010 be reviewed as it will provide guidance on technical reporting requirements.

PPES staff recommend that the above-noted policies and information from VOP 2010, Secondary Plans and future studies be considered in design concepts for the preferred planning solution.

We would also appreciate the chance to review the draft Environmental Study Report prior to its finalization in order to provide feedback on the existing conditions, the preferred alternatives, impact assessment, and proposed mitigation measures and recommendations.





## memorandum

Thank you for the opportunity to comment. Should you have any questions regarding the content of this memorandum please contact Frank Marzo, Senior Planner at extension 8063 or [frank.marzo@vaughan.ca](mailto:frank.marzo@vaughan.ca) or Ruth Rendon, Senior Environmental Planner at extension 8104 or [ruth.rendon@vaughan.ca](mailto:ruth.rendon@vaughan.ca).

### Attachments

1. VOP 2010 – Schedule 13 Land Use
2. Vaughan Mills Secondary Plan- Transportation Network
3. Vaughan Mills Secondary Plan- Bass Pro Mills Drive Cross-section
4. VOP 2010 - Schedule 2 Natural Heritage Network

Copy to:

Melissa Rossi, Manager of Policy Planning

Bill Kiru, Interim Director of Policy Planning and Environmental Sustainability

## Dabagh, Nadia

---

**From:** Roias, Marta <Marta.Roias@vaughan.ca>  
**Sent:** February 6, 2018 4:04 PM  
**To:** Guan, Jian  
**Cc:** Ahmed, Neil; 'Brian.Wolf@york.ca'; ' (tim.kwan@york.ca)'; Vi.Bui@york.ca; Martino, Gino; Kowpak, Dorothy; Habib, Michael; Antoine, Mark; Shahrokni, Mani; Hubjer, Selma; Rossi, Melissa; Marzo, Frank; Chung, Margie; Tang, Wai Lam; Rendon, Ruth; Jim, Katherine  
**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17 - City Follow Up  
**Attachments:** Langstaff Road EA CoV Table Comments.docx

Jian and Langstaff Road EA Project Team,

With Thanks on the extension and apology on delayed follow up.. the attached table is a cobbled working summary of the City's preliminary comments and considerations offered at this time. Please note the following...

- We have endeavored to provide preliminary comments where possible on focus areas which the project team seeks feedback from the materials presented at the December 12, 2017 meeting, recognizing that we have not had an opportunity to review supporting EA technical studies.
- With respect to *York Region seeks support and assistance from the City of Vaughan to approach Vaughan Mills* - please note that the City has concerns that under only 1 design alternative maintains the existing Bass Pro Mills ramp to Highway 400 south. We request that that Project Team explore and identify further options under which the ramp is maintained. We highlight that ramp and extensions of Bass Pro Mills to Jane and Weston Road form part of the Transportation Network supporting the City and Region approved Vaughan Mills Centre Secondary Plan and mostly recently subject of OMB proceedings. As can be appreciated Vaughan Mills is a regional generator and destination. It is noted that there may other/ further opportunities to integrate existing and planned parallel roads to Highway 400 - perhaps already explored?

Please contact me with any questions , require clarification or have any difficulty with accessing linked information in the working table.

On behalf of City staff Thank you for the opportunity to provide comment.

Looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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---

**From:** Guan, Jian [mailto:Jian.Guan@wsp.com]  
**Sent:** Monday, February 05, 2018 3:25 PM  
**To:** Roias, Marta <Marta.Roias@vaughan.ca>  
**Cc:** Ahmed, Neil <Neil.Ahmed@wsp.com>; 'Brian.Wolf@york.ca' <Brian.Wolf@york.ca>; '(tim.kwan@york.ca)' <tim.kwan@york.ca>; Vi.Bui@york.ca; Martino, Gino <Gino.Martino@vaughan.ca>; Kowpak, Dorothy <Dorothy.Kowpak@vaughan.ca>; Habib, Michael <Michael.Habib@vaughan.ca>; Antoine, Mark <Mark.Antoine@vaughan.ca>; Shahrokni, Mani <Mani.Shahrokni@vaughan.ca>; Hubjer, Selma <Selma.Hubjer@vaughan.ca>; Rossi, Melissa <Melissa.Rossi@vaughan.ca>; Marzo, Frank <Frank.Marzo@vaughan.ca>; Chung, Margie <Margie.Chung@vaughan.ca>; Tang, Wai Lam <WaiLam.Tang@vaughan.ca>; Rendon, Ruth <Ruth.Rendon@vaughan.ca>; Jim, Katherine <Katherine.Jim@wsp.com>  
**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Hi Marta,

I just wanted to follow-up on our email below and look forward to hearing back from the City on the materials presented at the meeting on December 12, 2017.

We are also wondering if the City has any previously completed Stormwater Management Reports along the Langstaff Road corridor that can be shared with the Project Team.

Thank you,

**Jian Guan, EIT**  
Designer | Transportation Planning



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**From:** Jim, Katherine  
**Sent:** January-17-18 11:25 AM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; 'Brian.Wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; '(tim.kwan@york.ca)' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Vi.Bui@york.ca; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Antoine, Mark <[Mark.Antoine@vaughan.ca](mailto:Mark.Antoine@vaughan.ca)>; Shahrokni, Mani <[Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Rossi, Melissa <[Melissa.Rossi@vaughan.ca](mailto:Melissa.Rossi@vaughan.ca)>; Marzo, Frank <[Frank.Marzo@vaughan.ca](mailto:Frank.Marzo@vaughan.ca)>; Chung, Margie <[Margie.Chung@vaughan.ca](mailto:Margie.Chung@vaughan.ca)>; Tang, Wai Lam <[WaiLam.Tang@vaughan.ca](mailto:WaiLam.Tang@vaughan.ca)>; Rendon, Ruth <[Ruth.Rendon@vaughan.ca](mailto:Ruth.Rendon@vaughan.ca)>  
**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Hi Marta,

Thank you very much for providing the contact information.

We appreciate the City's ongoing review on the project material. The Region agrees with the proposed one-week extension. We look forward to receiving City's comments by January 29, 2018.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Senior Project Manager  
Transportation Planning



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**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]  
**Sent:** January-16-18 6:40 PM  
**To:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; 'Brian.Wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; '(tim.kwan@york.ca)' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Vi.Bui@york.ca; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Antoine, Mark <[Mark.Antoine@vaughan.ca](mailto:Mark.Antoine@vaughan.ca)>; Shahrokni, Mani <[Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Rossi, Melissa <[Melissa.Rossi@vaughan.ca](mailto:Melissa.Rossi@vaughan.ca)>; Marzo, Frank <[Frank.Marzo@vaughan.ca](mailto:Frank.Marzo@vaughan.ca)>; Chung, Margie <[Margie.Chung@vaughan.ca](mailto:Margie.Chung@vaughan.ca)>; Tang, Wai Lam <[WaiLam.Tang@vaughan.ca](mailto:WaiLam.Tang@vaughan.ca)>; Rendon, Ruth <[Ruth.Rendon@vaughan.ca](mailto:Ruth.Rendon@vaughan.ca)>  
**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Katherine and Jian,

Flowing from below and by way of update - the City's review is actively underway including on those focus areas the project team seeks comment. **We respectfully request a further extension ( one -week) to the project team's request for City comments by January 29, 2018** - and appreciate the project team is targetting PIC 2 for Spring 2018.

- At this time - City contact information for Ivanhoe Cambridge (in the context of traffic operation issues along the ring road and mall access ) is provided as follows - perhaps already on the project mailing list.

---

**David Baffa**

Senior Vice President, Retail Development and  
Brazil

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M +1 416 727 7785

[David.Baffa@ivanhoecambridge.com](mailto:David.Baffa@ivanhoecambridge.com)

**Ivanhoé Cambridge**

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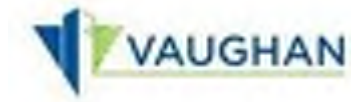
- As the project team is aware and previously mentioned ( see FW: Langstaff Road EA - Bass Pro Mills Interchange for quick reference ) - the Vaughan Mills Secondary Plan is subject to ongoing appeals that are before the OMB.

With kind Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Jim, Katherine [<mailto:Katherine.Jim@wsp.com>]  
**Sent:** Friday, December 15, 2017 8:29 AM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; 'Brian.Wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; '(tim.kwan@york.ca)' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Antoine, Mark <[Mark.Antoine@vaughan.ca](mailto:Mark.Antoine@vaughan.ca)>; Shahrokni, Mani <[Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>  
**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Hi Marta,

We can appreciate the extra time that would be required for the review. January 22 is fine with us. In the meantime, if there are information from the list of action items that can be forward to us prior to January 22, we would greatly appreciate that.

Thanks,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Senior Project Manager | Transportation Planning



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**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]

**Sent:** December-13-17 3:46 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; 'Brian.Wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; '(tim.kwan@york.ca)' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Antoine, Mark <[Mark.Antoine@vaughan.ca](mailto:Mark.Antoine@vaughan.ca)>; Shahrokni, Mani <[Mani.Shahrokni@vaughan.ca](mailto:Mani.Shahrokni@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>

**Subject:** RE: Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Jian and project team,

Thanks for yesterday' meeting, accommodating the request to meet at CoV municipal offices and providing digital versions of the presentation and alternatives.

Flowing from action items below...

- I kindly request an extension from the January 12, 2018 to January 22, 2018 as
  - City municipal offices are closed for Festive Closure from December 25 and re- opening on January 2, 2018 and
  - can be appreciated, follow up to action items below will involve engaging staff's collective review and comment from departments across the City. (My apologies for oversight in not extending the invite to yesterday's meeting to City staff including Policy Planning with background and involved in the Vaughan Mills Secondary Plan and associated ongoing OMB hearing(s).
- I will follow up with City's Economic Development Department for information on local business groups in the study area - but note that I had previously looked into this and was advised that there no local/employment based area business groups. In this regard - perhaps there are broader based groups around freight/goods movement that may already be on project notification/ mailing list? )

Once again on behalf of staff , Thanks for yesterday's meeting and the opportunity to provide comment - looking forward...

Marta

**Marta Roias, RPP**

**Transportation Project Manager**

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---

**From:** Guan, Jian [<mailto:Jian.Guan@wsp.com>]

**Sent:** Wednesday, December 13, 2017 2:34 PM

**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; 'Brian.Wolf@york.ca' <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>; '(tim.kwan@york.ca)' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>

**Subject:** Langstaff Road Improvements EA Study - City of Vaughan Meeting Materials December 12,17

Hi Marta,

Thank you for providing the opportunity to meet with the Project Team yesterday. I have uploaded the meeting presentation and the Langstaff Road interchange improvement alternatives to our ftp site. Please use the link and login info below to access the files.

A list of action items for the City is also summarized below. **It will be greatly appreciated if we could have your comments back by January 12, 2018.**

- City of Vaughan to provide comments on the potential improvements to the Langstaff Road and Stan Gate intersection (follow up with Margie's group).
- City of Vaughan to provide comments on any additional design considerations that the City would like to be included in the study.
- City of Vaughan to provide comments on the Langstaff Road typical cross-section.
- City of Vaughan to confirm the feasibility of move the soccer field west of the GO Rail crossing further south.
- **City of Vaughan to follow up with the Business Development Group to explore opportunity to have local business groups' support for the study.**
- York Region seeks support and assistance from the City of Vaughan to approach Vaughan Mills and to confirm contacts from the Vaughan Mills Secondary Plan Hearing

**Your credentials:**

Username: EHMOTIXHBE  
Password: 57Arvhsj

**Simple access via Web Browser:**

<https://share-ca.wspgroup.com>

**Access with FTP client via port 22 :**

<ftp://share-ca.wspgroup.com>

**The login above will expire on 2018-01-12 00:00:00 , the site and all its data are deleted automatically after it expires.**

**No backups are done of the FTP server. Keep a copy of your data to avoid any inconvenience.**

**Contact us at 1-855-977-4873 or by email at [ITCanada-ServiceDesk@wspgroup.com](mailto:ITCanada-ServiceDesk@wspgroup.com) for modification of the site.**

Thank you,

**Jian Guan, EIT**

Project Planner | Transportation Planning



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| Focus Area  | General  | Preliminary Technical Comments and Considerations   | Link  |
|---|--|---|---|
| <p>Planning Policy - OP and Vaughan Mills Secondary Plan</p>  | <p>Planning Policy context and framework is to be considered in the establishment of criteria for evaluation of alternative design concepts.</p>   |   | <p><a href="#">PPES Comments</a> and associated attachments as follows:</p> <p><a href="#">Attachment 1 CoV 2010 OP Schedule 13 Land Use</a><br/> <a href="#">Attachment 2 CoV VMSP Schedule F Transportation Network</a><br/> <a href="#">Attachment 3 CoV VMSP Appendix A Street Cross Sections Section D</a></p> <p><a href="#">Attachment 4 COV OP 2010 Natural Heritage Network Schedule 2</a></p> |
| <p>Consultation/Project Mailing List</p> <p>Development Applications and Contact Information</p> <p>Ratepayers Group (update February 2018)</p> <p>Follow up with the Business Development Group to explore opportunity to have local business groups' support for the study.</p> | <p>Note new contact email for Weston Downs Ratepayers' Association.</p>  |   | <p><a href="#">City of Vaughan Active Development Applications January 2018</a></p> <p><a href="#">City of Vaughan Ratepayer's List February 2018</a></p>   |
| <p>Vaughan Mills Centre Secondary Plan, Highway 400 interchange options and VMSP</p>  | <p>City has concerns with advancing only 1 design concept option that maintains the Bass Pro Mills on ramp to Highway 400 south. The ramp forms of the Transportation Network in support the VMSP – only recently approved.</p> <p>With respect to the Vaughan Mills Centre Secondary Plan area, the Transportation and Traffic Study analysis is to consider the Transportation Assessment (March 2015) and Addendum ( June 2015) completed by MMM June - basis road network supporting the Vaughan Mills Centre Secondary Plan. Integrating land use -it is highlighted that the York Region and City approved VMCSPP to (planning horizon 2031) is an intensification area/ Primary Centre and corridor - Jane St - with Vaughan Mills as a regional destination/generator.</p> | <p>Option: Ramp-off- a Ramp at Rutherford Road with Free Flow Connection to Langstaff Road</p> <ul style="list-style-type: none"> <li>- Minimal impact to Vaughan Mills Centre SP proposed transportation network. The proposed grade separation with the Bass Pro Mills interchange on the west side of 400 will need to accommodate proposed future development in this area.</li> <li>- Shift of existing Langstaff S-E/W off-ramp will impact properties to the east</li> <li>- This option does not include a free flow E-N on-ramp from Langstaff to NB 400; instead, traffic will need to turn left onto the proposed W-N loop on-ramp. Modelling should confirm the number of vehicles expected to make this movement, and determine whether these left turn vehicles can be accommodated and stored within a reasonable distance.</li> </ul> <p>How will westbound traffic on Langstaff Road access at to and from northbound ramps operated under this configuration?</p> | <p><a href="#">MMM Transportation Assessment Vaughan Mills Centre Secondary Plan June 2015</a></p> <p><a href="#">MMM Transportation Assessment Addendum Vaughan Mills Centre Secondary Plan June 2015</a></p>  |

|  |   |  |  |
|--|---|--|--|
|  | <p>The City requests technical study - Transportation and Traffic Study supporting the project. It is noted that Transportation and Traffic Study is to include traffic operations at existing and new intersections with City roads under alternative alignments/options</p> |  |  |
|  | <p>Capacity to be addressed.</p>  | <p>Option: Langstaff Road Parclo A4 with closure of Bass Pro Mills Drive S-EW Ramp</p> <ul style="list-style-type: none"> <li>- For traffic from the south utilizing the Langstaff S-E/W off-ramp: <ul style="list-style-type: none"> <li>o It appears the proposal is to maintain 3 lanes on this off-ramp. This may not be enough to accommodate predicted future volumes. Based on the Transportation Assessment completed for the Vaughan Mills Centre Secondary Plan (June 2015), predicted volumes which would have utilized the Bass Pro Mills S-E/W off-ramp alone were approximately 1500 vehicles in both peak hours. Generally speaking this approaches the capacity of a 3-lane off-ramp. Once traffic destined for Langstaff Road is added to this predicted total, the 3 lane off-ramp may not provide enough capacity.</li> <li>o Furthermore, a roundabout is proposed to direct traffic to Bass Pro Mills Drive. The roundabout will operate close to capacity, assuming the predicted 1500 vehicle volume that would need to use it to access Bass Pro Mills Drive.</li> </ul> </li> <li>- For traffic travelling to the south utilizing a proposed collector road connecting to Rutherford Road across from Vellore Woods Blvd, and the Rutherford W-S on-ramp: <ul style="list-style-type: none"> <li>o Similar to concerns for the Langstaff on-ramp, the predicted volume may exceed the capacity of the Rutherford/Vellore Woods intersection. Specifically, 900 vehicles will need to make the NB right turn in the AM peak hour, which is close to the practical capacity of this movement at a signalized intersection. There are also concerns</li> </ul> </li> </ul> |  |

|  |  |  |  |
|--|--|--|--|
|  |  | <p>regarding the weaving between these new NB-R vehicles and SB-L vehicles from Vellore Woods Blvd who also want to use the W-S on-ramp.</p> <ul style="list-style-type: none"> <li>- potential significant traffic issues on future City-owned roadways. The benefits from this alternative need to be clearly presented to provide a comprehensive evaluation.</li> </ul> <p>Closure of Bass Pro Mills off-ramp, converting part of Four Valley Drive to 4-lane road with new road segment. The Bass Pro Mills off-ramp closure will redirect Vaughan Mill trips to the new Four Valley Drive. The existing Four Valley Drive is a 2-lane low volume industrial roadway (approximately 1500 ADT and 2.5% truck percentage).</p>  |  |
|  |  | <p>Option: Langstaff Road Parclo A3</p> <ul style="list-style-type: none"> <li>- This alternative combines the Langstaff S-E/W off-ramp configuration from alternative 1, and the Bass Pro Mills/new collector road/Rutherford Road W-S on-ramp configuration from alternative 2.</li> <li>- Similar comments apply from the previous option 1 For reference they are repeated below.</li> <li>- Shift of existing Langstaff S-E/W off-ramp will impact properties to the east</li> <li>- This option does not include a free flow E-N on-ramp from Langstaff to NB 400; instead, traffic will need to turn left onto the proposed W-N loop on-ramp. Modelling should confirm the number of vehicles expected to make this movement, and determine whether these left turn vehicles can be accommodated and stored within a reasonable distance.</li> <li>- For traffic using Bass Pro Mills/new collector road/Rutherford W-S on-ramp to access SB 400:             <ul style="list-style-type: none"> <li>o The predicted volume may exceed the capacity of the Rutherford/Vellore Woods intersection. Specifically, 900 vehicles will need to make the NB right turn in the AM peak hour, which is close to the practical capacity of this movement at a signalized intersection. There are also concerns regarding the weaving between these new NB-R vehicles and SB-L vehicles from Vellore</li> </ul> </li> </ul> |  |

|   |  |  |  |
|---|--|--|--|
|   |  | <p>Woods Blvd who also want to use the W-S on-ramp.</p> <ul style="list-style-type: none"> <li>○ How will westbound traffic on Langstaff Road access at to and from northbound ramps operate under this design concept option /configuration?</li> </ul>   |  |
| <p>Parks<br/>"feasibility" of move the soccer field west of the GO Rail crossing further south and impact to City Parks</p> | <p>Barrie GO Rail Line Grade Separated Crossing</p> <p>In absence of fulsome understanding of impacts to the parks, programming and access( technical studies, socio-economic, noise etc...) preliminary technical comments and considerations are provided at this time</p> | <p>City requires a better understanding of the impacts to Langstaff Public Park including programming, access and property requirements act the park programming and access. More specifically through supporting technical study evaluation of socio economic and other environmental (noise, visual, etc..) technical study is to demonstrate how impacts have been minimized and identify mitigating measures . Context for study and analysis of various scenarios be considered within the overall parkland and facility provision standards as per the guidelines of the City's in effect Active Together Master Plan and City policies.</p> <p>The City notes at this time mitigation measures shall consider various options for commitments and compensate in the context of preparation of a comprehensive Langstaff Park Master Plan / redevelopment strategy of the park to the City's standard level of service.</p> <p>Further, the master plan is to be completed by a registered Landscape Architect undertaken as part of the EA process and with detailed design advanced to confirm facility and program requirements to the satisfaction of the City and at no cost to the City. The plan shall also address required restoration works and Edge Management Plan for park block abutting open space and associated buffer.</p> <p>All Costs associated with mitigation and property acquisition, etc. ... are to be borne by project including but not limited to development design, administration, and construction works and where compensation for encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.</p> <p>Additional details and conditions addressing securities, timelines, works, and mitigation measures shall be</p> |  |

|   |  |  |  |
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|   |  | <p>determined through Implementation (Phase 5) EA process.<br/>It is noted that similar comments apply to LeParc Park.</p>   |  |
| <p>additional design considerations that the City would like to be included in the study.</p> <p>Design Consideration - Road/Trails</p> | <p>At this time, the City identifies the following Bartley Smith Greenway/Vaughan Super Trail grade separated crossing:</p>  | <p>Parks Development’s seeks to ensure a desirable, practical, and safe north south neighbourhood Community Multi-use Pathway along the Bartley Smith Greenway as part of the Vaughan Super Trail that would align with the 2007 Pedestrian and Bicycle Network. This will provide a continuous trail experience along the Bartley Smith Greenway that runs from Steeles Avenue to Teston Road and beyond, and supports to development of the Vaughan Super Trail.</p> | <p><a href="#">Supporting attachment Bartley Smith Greenway/Super Trail - Trail Crossing</a></p>   |
| <p>Transportation, traffic operations potential improvements to the Langstaff Road and Stan Gate intersection</p>                       | <p>Recommendations from the Weston Downs traffic study to be considered. See Council Report link.</p> <p>Traffic studies may be needed to analyze the truck traffic, road/intersection operations, roundabout etc. We request a copy of the traffic study to be provided that include traffic operations and level of service, and proposed lane configurations.</p> | <p>potential impact to any planned bicycle routes that may be planned in place for Stan Gate/Valeria.</p> <p>impact to area residents in terms of increased truck traffic volumes. Has a noise study been conducted?</p>   | <p><a href="https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1101_16_5.pdf">https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1101_16_5.pdf</a></p> |
| <p>Langstaff Road typical cross-section.</p>  | <p>A “typical” cross section may not be appropriate for the entire corridor ( ie: Highway 400 to Dufferin Street Primary Arterial Goods Movement Corridor) from Highway 7 to Weston Road. Cross-sections are to be context sensitive with AT facilities linking and interface on Region/City roads and intersections.</p>  | <p>York Region to consider separate cycling and pedestrian facilities, recognizing role of Langstaff Road as Primary Arterial Goods Movement Corridor truck/goods movements.</p> <p>Cross sections are to include separate City pedestrian sidewalks.</p> <p>The VM CSP is an intensification area. The planning and design framework for streets ( Bass Pro Mills Drive, etc..) includes City wide Streetscape Manual and Financial Strategy.</p>                     | <p><a href="#">City of Vaughan Streetscape Manual and Financial Strategy</a></p>   |

JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
 LANGSTAFF ROAD CLASS EA WESTON ROAD TO HIGHWAY 7  
 OPEN HOUSE # 2 NOVEMBER 28, 2018

| Focus Area                                | Open House 2 /Technical Material ( to date)   | Comments   |
|---|---|--|
| Design Alternatives – Hwy 400 Interchange | Slide 21  | Comments per previous - February 6, 2018   |
| City north-south intersecting roads       | Recommended Plans<br>THE ULTIMATE LANE CONFIGURATION ON THE NORTH-SOUTH CROSSING ROAD IS SUBJECT TO THE LOCAL ROAD IMPROVEMENT AND WILL BE CONFIRMED IN DETAILED DESIGN | <p>The recommended plan introduces a centre median that appears to present changes in access /egress to sites/ properties that may otherwise result in potential increases to demand/ approach volumes on north south roads under City jurisdiction.</p> <p>Any improvements (operational, auxiliary turn lanes, associated right of- way/property lands for north south City of Vaughan intersecting roads including collectors are to be identified as part of the EA.</p>   |
| Active Transportation                     | <p>Slide 6</p> <p>Slide 9</p> <p>Slide 19</p>   | <p>The City supports the recommendation to have physically separated facilities for cycling. The type should be determined through the EA Study Process. The term “bike lanes” generally refers to dedicated space within the vehicular pavement width demarcated through pavement markings and are not considered separated facilities.</p> <p>Intersection Improvements should also include provisions of or improvements to pedestrian and cycling facilities and transit users.</p> <p>The cross section shown places the cycling facility adjacent to the curb. It is acknowledged that the proposed cross section recommends spatial separation through a 0.5 m buffer from edge of curb. However, given that Langstaff is identified as a Primary Arterial Goods Movement Corridor between Highway 400 and Dufferin Street and therefore it is anticipated that there will be larger volumes of truck traffic, it is strongly recommended that additional physical separation is provided. This can be achieved through:</p> <ol style="list-style-type: none"> <li>a) Placing the cycling facility on the other side of the planting zone to provide further physical</li> </ol> |

JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
 LANGSTAFF ROAD CLASS EA WESTON ROAD TO HIGHWAY 7  
 OPEN HOUSE # 2 NOVEMBER 28, 2018

|   |                  |   |
|---|------------------|---|
|   |                  | <p>separation. This is in line with the approach that we are taking on other corridors in the city with a similar corridor function (e.g. Portage Parkway). OR</p> <p>b) Alternatively, is there opportunity and would it be appropriate to narrow the median, increase the buffer adjacent to the curb and include landscape features in the buffer as a means of physically separating cyclists from motorists? This alternative would provide physical separation between all corridor users (i.e. between motorists &amp; cyclists and cyclists and pedestrians) and future proof for future active transportation expansion if warranted and required.</p>   |
| Infrastructure Planning-Servicing   | General          | Consideration be given to accommodating future City infrastructure (watermain) with respect to the CN MacMillan Yard Crossing alternatives  |
| Trail/Active Transportation<br><br>Bartley Smith Greenway/Vaughan Super Trail grade separated crossing - Open Space Connection – East of Keele Street | Recommended Plan | <p>The City seeks to ensure a desirable, practical, and safe north-south neighbourhood Community Multi-use Pathway along the Bartley Smith Greenway (BSG) in alignment with the 2007 Pedestrian and Bicycle Network. This will provide a continuous trail experience along the Bartley Smith Greenway from Steeles Avenue to Teston Road and beyond and this area of the City is the major north- south corridor for the Vaughan Super Trail; a major Council initiative that was endorsed April 19, 2017.</p> <p>Currently trail users are required to travel up the east side of the Metrolinx GO line, cross the level Langstaff Road railway crossing and travel through Langstaff Park at Planchett Road. From this point, trail users travel north on Planchet Road to reconnect with the valley trail system. With the redevelopment of Langstaff Road, there are two major valleyland improvements that must be incorporated to prevent a significant gap in this network.</p> <p>At the westerly end of Langstaff Park, a new Langstaff Road bridge is proposed over the West Don tributary and this provides for an opportunity to have a recreational trail link underneath the road to provide a continuous, off-road trail system for the BSG.</p> |

JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
 LANGSTAFF ROAD CLASS EA WESTON ROAD TO HIGHWAY 7  
 OPEN HOUSE # 2 NOVEMBER 28, 2018

|   |                  |  |
|---|------------------|--|
|   |                  | Therefore, the EA should allow for an grade separated crossing within the scope of works required to expand/replace the existing culvert. The minimum trail dimensions is for a 5 metre width and 3 metre high aperture.   |
| Trail/ Active Transportation<br><br>GO Transit Barrie Line Grade Separation – BSG Trail Impacts | Recommended Plan | <p>The assessment of the of the GO Transit Barrie Line Grade Separation design alternatives have not given adequate regard to the impact of the adjacent Langstaff Park and the existing Bartley Smith Greenway trail. More specifically, Alternative 2 – Underpass design, the rationale for the design has not included the benefits of providing a practical trail solution across the railway corridor using Langstaff Road verses the creation of a gap in the BSG trail network with the provision of an elevated crossing (the bridge abutments for the crossing would effectively remove any trail crossing opportunities).</p> <p>Both road design alternatives should speak to the impact and subsequently offer solutions for maintaining the existing BSG trail connectivity. Alternatives may consider creating trail connections under the existing rail bridge south of Langstaff Road.</p>                 |
| Langstaff Park land requirements and impact on park programming:                                | Recommended Plan | <p>The preferred alternative #1 of the GO Transit Barrie Line Grade Separation identifies that an overpass is desirable. The impact on the park includes a potential land severance within Langstaff Park that will impact the park programming, park access and parking lot capacity. Through the EA process, it is expected that an evaluation of socio economic and other environmental (noise, visual, etc..) impacts due to the loss of parkland and associated facilities based on the various scenarios is to be detailed within the overall parkland and facility provision standards and levels of service as outlined in the City’s Active Together Master Plan and various City policies. The mitigation measures shall consider various options to compensate the established impacts including a requirement to develop a comprehensive Langstaff Park Master Plan that will realign the park facilities,</p> |



JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
 LANGSTAFF ROAD CLASS EA WESTON ROAD TO HIGHWAY 7  
 OPEN HOUSE # 2 NOVEMBER 28, 2018

|  |                         |  |
|--|-------------------------|--|
|  |                         | <p>reconfigure the parking lot access, parking lanes and parking stalls and provide a redevelopment strategy for the park.</p> <p>The master plan is to be completed by a registered Landscape Architect undertaken as part of the EA process and requires providing sufficient information to confirm facility and program requirements to the satisfaction of the City and at no cost to the City. The park redevelopment design, administration, and construction works shall also address required restoration works and Edge Management Plan for park block, the abutting cemetery (access, fencing, signage) and the abutting open space and buffers and shall be completed at no cost to the City.</p> <p>Mitigation in the form of compensation for encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.</p> <p>Additional details and conditions addressing securities, timelines, works, and mitigation measures shall be determined through the advancement of the EA process.</p> |
| <p>LeParc Park land requirements and impact on park programming:</p> | <p>Recommended Plan</p> | <p>Like comment above - should additional lands be required for Langstaff Road expansion or if access is compromised to Le Parc Park, similar requirements to the Langstaff Park encroachment requirements above will be applicable.</p>   |
| <p>Impact on Cemetery /Cultural Heritage</p>                         | <p>Recommended Plan</p> | <p>Cultural Heritage has reviewed the recommended plan and confirm that the St. Stephen Anglican/Lutheran Cemetery located south on Langstaff Road, west of Keele Street is a significant cultural heritage property. An Archaeological Assessment is required for this corridor section (if there is not one already) to determine and confirm the archaeological potential regarding the cemetery</p>  |

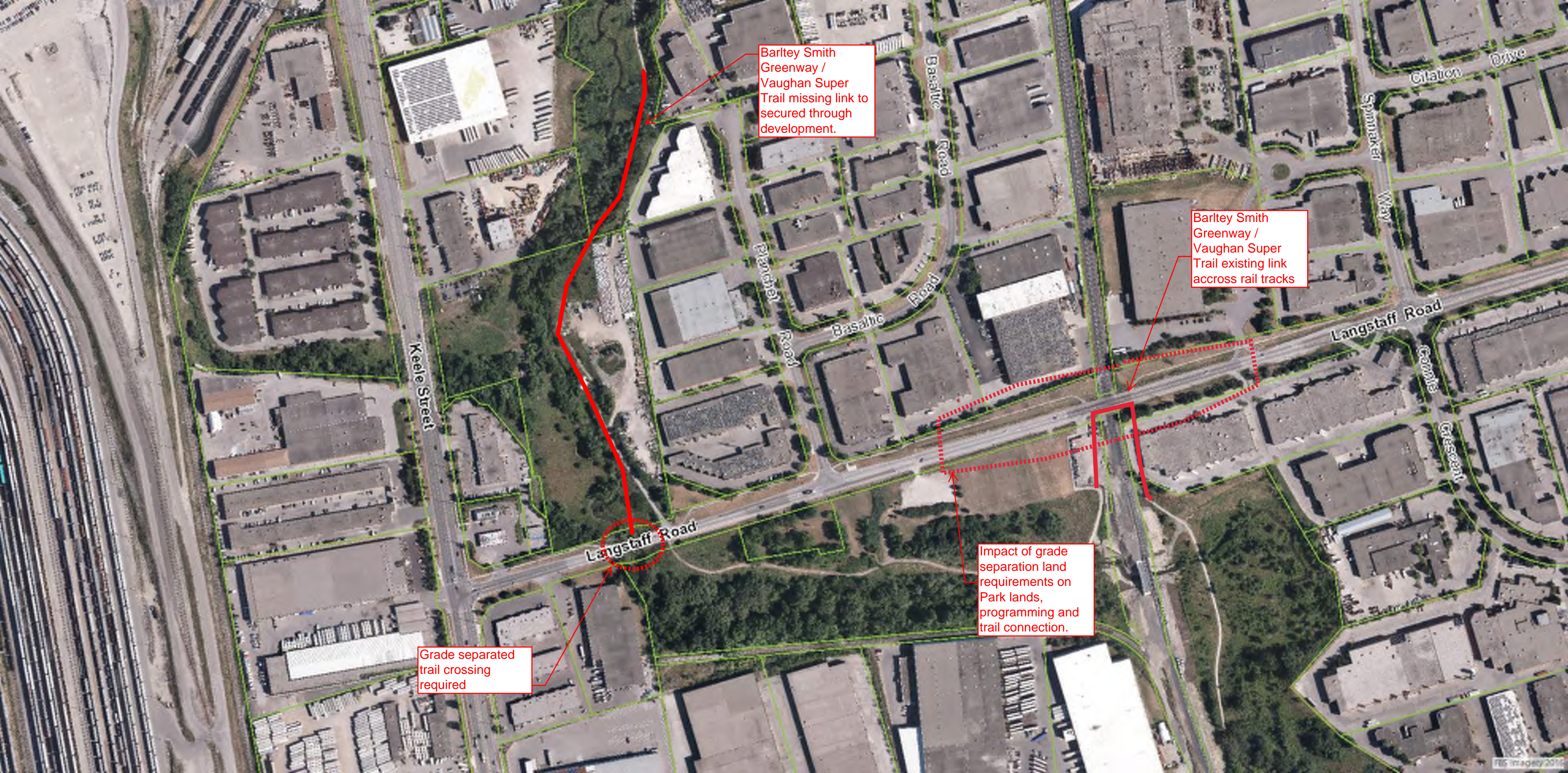
JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
 LANGSTAFF ROAD CLASS EA WESTON ROAD TO HIGHWAY 7  
 OPEN HOUSE # 2 NOVEMBER 28, 2018

|                                   |   |   |
|-----------------------------------|---|---|
|                                   |   | <p>and potential remains of the previous place of worship once located at this site</p> <p>(By way of information and to the extent that it may otherwise influence the area of the Archaeological Assessment, Cultural Heritage notes the recent findings, as part of Metrolinx’s twinning tracks project, of two corner stones with 1880’s dates at the Don River bridge site.)</p> <p>Although the cemetery lands are maintained by the City of Vaughan, the property is owned by the “Trustees of the German Episcopalian Church or Congregation” in accordance with our Real Estate office. As such, this EA document is to be circulated for review and comment with regards to the access off Langstaff Road.</p> <p>The City requests examining the opportunity to relocate the main entrance to the cemetery off the new proposed entrance driveway into the park associated potential for eliminating any potential access conflicts with the proposed Active Transportation Facility (or boulevard trail).</p> <p>The City requests that Region forward and/or copy all correspondence and associated direction from the Church to the City for our continued maintenance files and documentation.</p> |
| <p>Transportation – Technical</p> | <p>Transportation System Technical Memo #1 and Technical Memo random #2 MAY 2017</p> <p>Page 27</p> | <p><i>The future (2041) travel demand analysis for the Base Case (Scenario 1) accounted for all regional TMP recommended improvements excluding Langstaff Road improvements.</i></p> <p>Consideration should be given to expanding on information/documentation with respect to which regional TMP recommended improvements more specifically were accounted under the Base Case and respective scenarios analyzed. (Perhaps information captured in other EA Study technical materials or documentation?)</p>  |

JANUARY 15, 2019 CITY OF VAUGHAN – SUMMARY COMMENT TABLE  
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 OPEN HOUSE # 2 NOVEMBER 28, 2018

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| <p>Transportation - Technical<br/>Capacity Analysis Results</p>      | <p>Transportation System Technical Memo #1 and Technical Memorandum #2 MAY 2017<br/>Exhibit 2.26: Comparison of Screenline V/C Ratios</p> | <p>The impact of the Langstaff missing link connection on adjacent E-W and N-S roadways is not pronounced. The N-S screenline V/C ratio at CN Rail Yard changes from 1.15 to 1.01 with the connection of the missing link and the link V/C ratio on the Langstaff overpass becomes 1.0. The introduction of the new Langstaff missing link connection should divert substantial traffic from adjacent congested road network and there should be substantial changes in the N-S and E-W screenline V/C ratio compare to base case (scenario 1). The analysis shows the Langstaff overpass will be at capacity (V/C = 1.0) with small changes of V/C ratio on adjacent roads.</p>         |
| <p>Transportation - Technical<br/>Forecasted Link Traffic Volume</p> | <p>Transportation System Technical Memo #1 and Technical Memorandum #2 MAY 2017<br/>Exhibit 2.27: Comparison of Screenline Volumes</p>    | <p>It was forecasted that there will be 2,294 WB and 1,598 EB vehicles on Langstaff overpass during AM Peak (Scenario-3). By comparing to base case (scenario -1), it is estimated that a total of 710 WB and 606 EB traffic will be diverted to Langstaff Road from Hwy 7 and Rutherford Road. It is not clear where the additional 1,584 (2294-710) WB and 992 (1598-606) EB traffic on Langstaff overpass will come from and how this additional traffic will impact on the adjacent roadways in addition to the existing traffic. The link volume output from the travel demand forecasting model and select link analysis can be used to explain the changes in travel pattern.</p> |





Bartley Smith Greenway / Vaughan Super Trail missing link to secured through development.

Bartley Smith Greenway / Vaughan Super Trail existing link across rail tracks

Impact of grade separation land requirements on Park lands, programming and trail connection.

Grade separated trail crossing required



## Ghose, Ridhita

---

**From:** Guan, Jian  
**Sent:** February-14-19 10:30 AM  
**To:** Ghose, Ridhita  
**Subject:** FW: Langstaff Road EA - Improvements West of Weston Road

Please add to the City of Vaughan comments tracking table

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**From:** Roias, Marta <Marta.Roias@vaughan.ca>  
**Sent:** February-13-19 6:55 PM  
**To:** 'Wolf, Brian' <Brian.Wolf@york.ca>  
**Cc:** Kwan, Tim <Tim.Kwan@york.ca>; Jim, Katherine <Katherine.Jim@wsp.com>; Guan, Jian <Jian.Guan@wsp.com>; Wong, Colin <Colin.Wong@york.ca>; Musacchio, Vince <Vince.Musacchio@vaughan.ca>; Hubjer, Selma <Selma.Hubjer@vaughan.ca>; Chung, Margie <Margie.Chung@vaughan.ca>; Martino, Gino <Gino.Martino@vaughan.ca>; Kowpak, Dorothy <Dorothy.Kowpak@vaughan.ca>; Tam, Christopher <Christopher.Tam@vaughan.ca>; Esedebe, Hilda <Hilda.Esedebe@vaughan.ca>; Marzo, Frank <Frank.Marzo@vaughan.ca>; Trinchini, Frank <Frank.Trinchini@vaughan.ca>  
**Subject:** RE: Langstaff Road EA - Improvements West of Weston Road

Brian,

Flowing from below (apology on delayed follow up) with respect to whether the City has any concerns on the corridor section west of Weston Road ...

- While through the EA study no improvements west of Weston Road to Valeria Road/Stan Gate have been identified, the EA in advancing preliminary design should provide for and incorporate AT facilities as part of transition from 6 lanes to 4 lanes and that from a broader network perspective would proactively address and provide connectivity to the existing MUP on the east side of Islington Avenue. We note that the YRTMP 2016 identifies a separated facility for Langstaff Road from Jane Street to Weston Road in the Proposed Ten Year Cycling Network.

At this time and ahead of the draft ESR, we provide the following preliminary comment...

- In the Active Transportation section, the ESR should acknowledge that though the project limits extend from Highway 7 to Weston Road, the detailed design may consider including the design of pedestrian and cycling facilities within the existing corridor along Langstaff Road west of Weston Road to connect to existing facilities on Islington Avenue. There are several north-south active transportation facilities that exist or are planned between Weston Road and Islington Avenue; the continuation of missing active transportation facilities on Langstaff Road west of Weston Road would support a connected network as envisioned in York Region's and City of Vaughan's strategic plans. Implementation and coordination would be addressed through Capital Programming.

On behalf of City staff thank for the opportunity to comment.  
Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

**City of Vaughan | Infrastructure Planning and Corporate Asset Management**

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1

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---

**From:** Wolf, Brian <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>

**Sent:** Tuesday, February 05, 2019 11:52 AM

**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Cc:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Jim, Katherine ([Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)) <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian ([Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)) <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Musacchio, Vince <[Vince.Musacchio@vaughan.ca](mailto:Vince.Musacchio@vaughan.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Chung, Margie <[Margie.Chung@vaughan.ca](mailto:Margie.Chung@vaughan.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Marzo, Frank <[Frank.Marzo@vaughan.ca](mailto:Frank.Marzo@vaughan.ca)>

**Subject:** RE: Langstaff Road EA - Improvements West of Weston Road

Marta,

We are still developing a final plan for MTO review. Will let you know when it is ready for the City's review.

Thank you

**Brian Wolf, P. Eng.** | Senior Project Manager

Capital Planning and Delivery Branch, Transportation Services Department

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The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

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**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]

**Sent:** Tuesday, February 05, 2019 11:46 AM

**To:** Wolf, Brian

**Cc:** Kwan, Tim; Jim, Katherine ([Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)); Guan, Jian ([Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)); Wong, Colin; Musacchio, Vince; Hubjer, Selma; Chung, Margie; Martino, Gino; Tam, Christopher; Esedebe, Hilda; Marzo, Frank

**Subject:** RE: Langstaff Road EA - Improvements West of Weston Road

Brian,

City follow up is in progress. Can I ask for an update and next steps with respect to the Highway 400 Langstaff interchange improvements following Open House#2 November 28, 2018 (Slide 21 attached for quick reference) and Workshop October 4, 2018.

With kind Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

**City of Vaughan | Infrastructure Planning and Corporate Asset Management**  
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---

**From:** Wolf, Brian <[Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca)>  
**Sent:** Tuesday, February 05, 2019 10:01 AM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Jim, Katherine ([Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)) <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Guan, Jian ([Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)) <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Subject:** Langstaff Road EA - Improvements West of Weston Road

Marta,

As you know, at the Notice of Study Commencement stage the City requested the study area extend west of Weston Road to address any potential City needs in this area. To date, the City has not identified, nor has the EA determined, the need for any improvements on Langstaff Road west of Weston Road. We are currently preparing the first draft of the ESR which will reflect the above. **Please let me know if the City has any concerns with this.**

Thank you

**Brian Wolf, P. Eng.** | Senior Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department

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**From:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Sent:** July-15-21 9:59 AM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; 'Atkins, David' <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>

**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting arrangement

Jian,

Further to below and -please see City of Vaughan staff preliminary comments advanced at this time on the Draft Recommended Plan and typical section ahead of this afternoon's meeting.

### **Infrastructure Planning and Corporate Asset Management - Transportation Planning**

1. The typical cross section provided places the cycling facility adjacent to the curb. It is acknowledged that the proposed cross section recommends spatial separation through a 0.5 m buffer from edge of curb. However, given that Langstaff is identified as a Primary Arterial Goods Movement Corridor between Highway 400 and Dufferin Street and therefore it is anticipated that there will be larger volumes of truck traffic, it is strongly recommended that additional physical separation is provided. This can be achieved through:
  - a. Placing the cycling facility on the other side of the planting zone to provide further physical separation. This is in line with the approach that we are taking on other corridors in the city with a similar corridor function OR
  - b. Alternatively, it is recommended that the Region narrow or remove the median and distribute this space to the boulevard including increasing the buffer adjacent to the curb.
2. Cycling facility should be a minimum of 1.8m as per York Region Pedestrian and Cycling Design Guidelines
3. In addition, this EA should consider a grade separated trail crossing for the Bartley Smith Greenway above 200m east of Langstaff and connections to the at-grade Langstaff pedestrian and cycling facilities as identified in the City of Vaughan Pedestrian and Bicycle Master Plan.
4. City's AT previous comments related to ensuring intersections were designed with pedestrians and cyclists in mind with cross-rides and other treatments focused on vulnerable road users. The Draft Recommended Plan does not appear to show cross-rides.
5. The detailed design will need to consider future facilities on major cross-street: Weston Road, Edgeley Blvd, Millway Ave, Jane Street, Creditstone, Keele, STaffern/North Rivermede, Dufferin St and Highway 7 to avoid re-work when these facilities come in.

### **Parks Infrastructure Planning and Development**

1. **Bartley Smith Greenway/Vaughan Super Trail grade separated crossing - Open Space Connection – East of Keele Street**

City Parks acknowledges that a connection beneath the bridge is not precluded. Please confirm that the requirement



for a trail is supported by fluvial studies, planned grading works identified through this study, and the clear width and vertical clearance of the bridge has been designed to accommodate a trail connection.

Furthermore, is there consideration to provide connections from the trail up to Langstaff road Active Transportation as depicted in the sketch below?



## **2. GO Transit Barrie Line Grade Separation – BSG Trail Impacts**

### Additional PIPD Comments:

City Parks acknowledges the Langstaff Road EA project team response. Since January 2019 the trail connection beneath the rail bridge has progressed to detail design development.

City Parks require clarification if the current design of Langstaff Overpass could accommodate an additional trail route below the bridge abutting the rail corridor to provide an alternative north to south Active Transportation crossing to the park and trail as depicted in the sketch below.

-



Chainage: 201.461

### 3. Langstaff Park land requirements and impact on park programming:

#### Additional PIPD Comments:

City Parks acknowledges the Langstaff Road EA project tea response however it is not clear and confirmed if existing programming of the park will be affected by the expansion into the park and negatively impacting setback requirements and if any additional mitigation measures will be required during and after construction.

Furthermore, it should be noted that the proposed bridge significantly reduces parkland road frontage. PIPD is of the opinion that the park facility fit plan be undertaken by a registered Landscape Architect undertaken as part of the EA process and requires providing sufficient information to confirm facility and program requirements, road access and parking, to the satisfaction of the City.

Mitigation due to reduced parkland frontage in the form of compensation for encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.

### 4. LeParc Park land requirements and impact on park programming:

#### Additional PIPD Comments:

City Parks require clarification on impact to existing pathway/sidewalk north of the park is required as depicted in below markup.



#### 5. Cemetery/Impact on Cemetery

City seeks confirmation that the Draft Recommended Plan appears to not preclude the realignment of the access to the newly proposed entrance driveway to Langstaff Park/ responds to the City's idea is to relocate the main entrance to the cemetery off the new proposed entrance driveway into the park thus removing any access conflicts with the proposed Active Transportation Facility (or boulevard trail).

With Thanks and looking forward...

Marta

Marta Roias, RPP  
 Transportation Project Manager  
 905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Marta Roias

**Sent:** Tuesday, June 29, 2021 7:58 PM

**To:** 'Guan, Jian' <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>

**Cc:** Selma Hubjer <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>

**Subject:** FW: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting

arrangement

Jian,

Further to below and having canvassed calendars City staff, for the most part, are available on Thursday July 15, 2021 from 1:30 p.m. – 3:30 p.m. and I have since updated the HOLD at the City's end. Please include draft agenda items in the calendar item confirming the meeting. Note I will forward any City staff comments, at this time, – ahead of the meeting.

With kind Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
 905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** Tuesday, June 29, 2021 12:10 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Selma Hubjer <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting arrangement

Hi Marta,

Can you please confirm if the City is able to meet on the following two days:

- Tuesday July 13 (PM only)
- Thursday July 15 (PM only)

Thank you,

**Jian Guan, P.Eng.**  
 Project Manager | Transportation Planning



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---

**From:** Guan, Jian  
**Sent:** June-28-21 5:26 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting arrangement

Hi Marta,

My apologies. Unfortunately, we won't be able to meet on July 9. I will send out a list of new dates for your consideration.

Thank you for your understanding.

Regards,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Guan, Jian  
**Sent:** June-21-21 1:49 PM



**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting arrangement

Thanks Marta. We look forward to any comments you may have in the meantime.

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Sent:** June-21-21 11:15 AM  
**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021 - City follow up Meeting arrangement

Jian,

Flowing from below - having canvassed calendars City staff are available on Friday July 9, 2021 from 2:30 p.m. – 4:00 p.m and I have since placed a HOLD at the City's end. Please include draft agenda items in the calendar item confirming the meeting.

With kind Thanks and looking forward...  
 Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
 905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** Friday, June 18, 2021 3:23 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Selma Hubjer <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021

Hi Marta,

Further to my email below re: placeholder date for a meeting with the City, please confirm if the City can meet on any of the following days:

- Wednesday, July 7 (9 am to 12pm or 3pm to 5pm)
- Thursday, July 8 (2pm to 3:30pm)
- Friday, July 9 (10am to 12pm or 1pm to 4pm)

Thank you,

**Jian Guan, P.Eng.**  
Project Manager | Transportation Planning



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**From:** Guan, Jian  
**Sent:** June-16-21 7:07 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim

<[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>

**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021

Hi Marta,

Please see a screen capture of the legend below. I have also attached the proposed Langstaff Road typical cross-section as per your request.



As per our call earlier, I will try to set up a placeholder date for a meeting with the City and the Region to discuss the preliminary preferred plan.

Thanks,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Sent:** June-15-21 4:21 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>

**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>

**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021

Jian,



Thank you for providing the Draft Recommended Plan. City review is in progress and in order to complete the review, can the Langstaff Road EA project team provide a Draft Recommended Plan with legend items ( see screen shot below )and widths of all elements in the right-of-way as well associated cross-sections both mid- block and at intersections.



Let us know if you have any questions.

With Thanks and looking forward...  
Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** Friday, June 04, 2021 12:01 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>  
**Subject:** RE: [External] RE: Langstaff Road EA - Request for Update April 2021

Hi Marta,

You should have just received a link to MS OneDrive that will allow you to download the Draft Recommended Plan for the Langstaff Road EA. Please note the plan is still in draft, and is not to be taken as complete, final or approved design; however, we do not anticipate any significant changes to plan at this stage of the study.

The main components of the Recommended Plan include the following:

- Langstaff Road Widening to six (6) lanes between Weston Road and Dufferin Street;
- Implementation of intersection improvements, pedestrian and cycling facilities, and provision for transit amenities;
- A bridge going over the CN MacMillan Yard crossing;
- A bridge going over the Metrolinx GO Transit Barrie Line; and
- A bridge replacement over West Don River (Bowes Bridge).

Please feel free to reach out and let us know if you have any further questions.

Thanks,

**Jian Guan, P.Eng.**

Project Manager | Transportation Planning



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**From:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Sent:** June-03-21 4:46 PM

**To:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>

**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Martin, Cynthia' <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>

**Subject:** FW: [External] RE: Langstaff Road EA - Request for Update April 2021

Jian and Colin,

Thank you for the updates below and the response table organized around our comments of February 2018 (outlook item attached for quick reference) and January 2019 ( outlook item attached for quick reference)

- Ahead of my circulating the response table internally for City staff cross department review and providing any further City staff comments, please
  - provide associated recommended design concept plan/ preliminary preferred design drawing(s) – noting that we recognize that it may not include Highway 400/ Langstaff interchange improvements, at this time and appreciating that the Langstaff Road EA project team is still consulting with MTO.
  - clarify whether the Langstaff Road EA draft recommendations apart from widening to 6 lanes and grade separated crossing of the CN Macmillan Yard, includes a recommendation for a grade separated crossing of the Metrolinx Barrie GO Rail line ( RER Program).

We look forward to hearing from you regarding scheduling a meeting around mutual updates ( ie: number of City projects and studies that interface with the Langstaff Road EA and getting an update on consultation with MTO around the Highway 400/Langstaff improvements.

Please note the City requests an opportunity to review and comment on the draft Environmental Study Report and would require a minimum of 3 weeks.

Let us know if you have any questions or require clarification.

With kind Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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



---

**From:** Guan, Jian <[Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com)>  
**Sent:** Friday, May 28, 2021 4:15 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Martin, Cynthia <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>  
**Subject:** [External] RE: Langstaff Road EA - Request for Update April 2021

Hi Marta,

As you may already know, Katherine Jim has left WSP last month. I will be replacing her as the consultant project manager from WSP to complete the Langstaff Road EA Study.

Further to Colin's email below, we are planning to complete and file the EA this summer. Currently, the Project Team is in the process of going through the last round of consultation with various stakeholders including MTO.

My apologies for not being able to respond to the City's comments sooner. Please find attached the comments and response table summarizing our response to your comments received in February 2018 and January 2019. With regards to Highway 400/Langstaff Road interchange improvement concept, as noted above, we are still in consultation with MTO and will provide appropriate update to you once the final approach is confirmed with the Ministry.

Meanwhile, please let us know if you would like to schedule a meeting to go over any further comments you may have.

Thanks,

**Jian Guan, P.Eng.**  
Project Manager | Transportation Planning



610 Chartwell Rd, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2493  
Phone: +1 905-823-8500  
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Email: [jian.guan@wsp.com](mailto:jian.guan@wsp.com)

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

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**From:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Sent:** April-09-21 4:32 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Martin, Cynthia <[Cynthia.Martin@york.ca](mailto:Cynthia.Martin@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Update April 2021

Hi Marta and Gino.

We are planning to file the Environmental Study Report (ESR) in the fall of this year. The draft recommendations are as follows:

- Widening Langstaff Road to six lanes from Weston Road to Dufferin Street
- Grade separated crossing of the CN MacMillan Yard

Before we file, we will complete our consultation efforts with stakeholders including the City of Vaughan. The project team is continuing to work with MTO to review a comprehensive modelling and analysis exercise and to assess potential improvements at Highway 400. Once we have concluded those discussions, we will reconvene with the City, which we anticipate to be in the late spring/early summer.

With respect to the recent start of the detailed design for widening Langstaff Road to four lanes in the interim between Keele Street and Dufferin Street, we don't expect that assignment to have an impact on the EA timelines.

Please let us know if you have any further questions.

Thank you.

Colin

**Colin Wong, P.Eng.** | Senior Project Manager

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The Regional Municipality of York  
C: 905-716-0979

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**From:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Sent:** April 9, 2021 12:34 PM  
**To:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>  
**Subject:** FW: Langstaff Road EA - Request for Update April 2021

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Tim,

Hope all is well.

Flowing from below -can you provide an update on the Langstaff Road EA including;

- when you anticipate reconvening with the City with respect to the interchange improvements
- when the EA is anticipated to be completed ( Notice of Completion/Filing of ESR)

With kind Thanks and looking forward...

Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
 905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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




---

**From:** Roias, Marta  
**Sent:** Monday, October 05, 2020 11:03 AM  
**To:** 'Kwan, Tim' <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Martino, Gino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Status Update by October 7, 2020

Tim,

Can you provide a status update on the Langstaff Road EA including,

- status of discussions with MTO and
- whether the EA is on schedule to be completed at the end of 2020 and specifically
  - if the ongoing RCAR project being advanced for an interim widening to 4 lanes for the corridor segment from Keele Street to Dufferin Street ( and understood does not include a grade separation of Metrolinx Barrie GO Rail Line - RER Program 2026) has any impact to the schedule? ( See attached – outlook item for quick refence)
  - when is the anticipated Notice of Completion/filing of ESR?

With kind Thanks and looking forward...

Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Thursday, May 07, 2020 1:23 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Subject:** [External] RE: Langstaff Road EA - Request for Status Update by May 11, 2020

Hi Marta,

Hope you and your loved ones are doing well.

At this time, COVID 19 has not had a significant impact to the Langstaff Road EA schedule. The project is still scheduled to complete at the end of 2020. We are still in the process of consulting with MTO regarding the interchange improvements. As we get closer to concluding the discussions with MTO, we will reconvene with the City to provide an update to the project.

Sorry for the stagnate period on this project. The Hwy 400 interchange improvements have been quite challenging, but we hope to finalize and complete the EA by the end of this year.

Thank you and stay safe.

Kind regards,  
Tim

**Tim Kwan**, P.Eng | Planning and Design Coordinator  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]  
**Sent:** Thursday, May 07, 2020 1:03 PM  
**To:** Kwan, Tim; Wong, Colin  
**Cc:** Hubjer, Selma; Atkins, David; Esedebe, Hilda  
**Subject:** FW: Langstaff Road EA - Request for Status Update by May 11, 2020

York Region Colleagues,

For our internal City staff information...

Flowing and further to below can I ask your assistance with status update **by May 11, 2020**. Please also advise as whether there has been any impact to timeline resulting from COVID ( ie; still progressing **to targeted for completion by end of 2020 ( per below)**  ?/ timeline to targeted completion has changed and if so what is the revised timeline? /or study has been halted at this time?)

With Thanks and looking forward...  
Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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




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**From:** Roias, Marta  
**Sent:** Monday, May 04, 2020 3:03 PM  
**To:** 'Kwan, Tim' <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Subject:** FW: Langstaff Road EA - Request for Status Update May 4, 2020

Tim,

Hope you are keeping well.

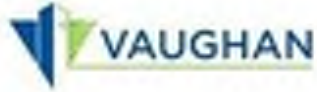
Flowing from below – can I ask your assistance with providing a status update on the Langstaff Road EA. As part of the update, please advise as to the target date/when you anticipate the Langstaff Road EA project team will be circulating the draft Environmental Study Report ( documenting preliminary preferred design for the project ) to the TAC/City of Vaughan staff with an opportunity to review and comment prior to issuing Notice of Completion/ filing ESR for mandatory public review period (MCEA).

With kind Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Monday, December 02, 2019 2:30 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Atkins, David <[David.Atkins@york.ca](mailto:David.Atkins@york.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Update by November 25 2019

Hi Marta,

My apologies on the late response. We have yet to finalize the Highway 400 and Langstaff Road interchange improvement. MTO and the Region are still coordinating the proposed interchange design.

The EA is still targeted for be completed in 2020.

Please let me know if there are any further questions.

Thanks,  
Tim

**Tim Kwan, P.Eng | Planning and Design Coordinator**  
Capital Planning and Delivery Branch, Transportation Services Department  
1-877-464-9675 ext. 73177

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---

**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]



**Sent:** Tuesday, November 26, 2019 10:54 AM  
**To:** Wong, Colin; Kwan, Tim  
**Cc:** Hubjer, Selma; Esedebe, Hilda; Atkins, David  
**Subject:** FW: Langstaff Road EA - Request for Update by November 25 2019

Colin and Tim,

Further to below, can I ask your assistance with providing a status update on the Langstaff Road EA. Is the EA still anticipated to be completed in 2020?

Looking forward...

Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Roias, Marta  
**Sent:** Wednesday, November 20, 2019 2:08 PM  
**To:** 'Kwan, Tim' <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Cc:** 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Update November 20 2019

Tim,

Further to below, can you provide a status update on the Langstaff Road EA by November 25, 2019. As part of the update, please also advise as to when the City can anticipate the Hwy 400 interchange design information following the Highway 400/Langstaff Interchange Improvement Design Workshop on October 4, 2018 (calendar item attached for quick reference)

Thanks,  
Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

**City of Vaughan | Infrastructure Planning and Corporate Asset Management**  
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---

**From:** Roias, Marta  
**Sent:** Monday, September 09, 2019 10:36 AM  
**To:** 'Kwan, Tim' <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Esedebe, Hilda <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Update (99805)

Tim,

Thanks for the update. Can you advise as to when the City can anticipate the interchange design information?

Looking forward...

Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

**City of Vaughan | Infrastructure Planning and Corporate Asset Management**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
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---

**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** Monday, August 26, 2019 3:54 PM  
**To:** Roias, Marta <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>  
**Cc:** Hubjer, Selma <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>  
**Subject:** RE: Langstaff Road EA - Request for Update (99805)

Hi Marta,

We are still consulting with MTO on the Langstaff Road Interchange design. Due to the complex nature at the IC, the Langstaff Road EA is anticipated to be completed in 2020.

Please let me know if there are any further questions we may assist with.

Thanks,  
Tim

**Tim Kwan**, P.Eng | Planning and Design Coordinator | Capital Planning and Delivery | Transportation Services  
**O:** 1-877-464-9675 ext. 73177 | [tim.kwan@york.ca](mailto:tim.kwan@york.ca) | [york.ca](http://york.ca)

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**From:** Roias, Marta [<mailto:Marta.Roias@vaughan.ca>]  
**Sent:** Wednesday, August 14, 2019 4:12 PM  
**To:** Kwan, Tim; Wong, Colin  
**Cc:** Hubjer, Selma  
**Subject:** FW: Langstaff Road EA - Request for Update

York Region Colleagues ,

Can I ask your assistance with providing a status update and timeline for completion of the Langstaff Road EA.

Regards,  
Marta

**Marta Roias**, RPP  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area   | General  | Preliminary Technical Comments and Considerations  | Link  | Project Team Response  |
|--|--|--|---|--|
| <b>CITY OF VAUGHAN MEETING DECEMBER 12, 2017 COMMENTS (provided on February 6, 2018 via email)</b> |  |  |   |  |
| <p>Planning Policy - OP and Vaughan Mills Secondary Plan</p>                                       | <p>Planning Policy context and framework is to be considered in the establishment of criteria for evaluation of alternative design concepts.</p> | <p>The Policy Planning and Environmental Sustainability (PPES) Department has reviewed the York Region Langstaff Road Class EA Study (Weston Road to Highway 7), as provided by your department. PPES staff have and conducted a policy and environmental review within Study Area, including a review of design options and improvements of key infrastructure elements. Our comments are provided below.</p> <p><b><u>Background</u></b></p> <p><u>Vaughan Mills Centre Secondary Plan Status</u></p> <p>The Class EA Study Area includes the Vaughan Mills Centre Secondary Plan which was adopted by the City of Vaughan Council on March 18, 2014 and by York Region Council on July 11, 2014 with modifications. The Plan is currently subject to appeals at the Ontario Municipal Board.</p> <p>A Transportation Study Assessment was prepared in June 2015 by MMM Group to address transportation issues and support the Vaughan Mills Centre Secondary Plan (VMCSP). A Transportation Assessment Addendum, also dated June 2015, was prepared with further updates to trip generation, traffic conditions and transit system improvements. The information and findings contained within these documents need to be considered by the Langstaff Road Class EA project team. PPES request that Vaughan Engineering and MMM Group staff review the EA material to ensure there are no impacts to the VMCSP from a Transportation Engineering perspective.</p> <p><b><u>General Comments</u></b></p> <p><u>Vaughan Official Plan- Volume 1</u></p> <p><u>City of Vaughan Official Plan (VOP) 2010 Urban Structure</u></p> <p>Most of the EA Study Area is located within the "Employment Areas" as per Schedule 1 (Urban Structure) of VOP 2010; and contains primarily "General Employment" and "Prestige Employment" land uses. There are also portions of the Study Area that are designated "Natural Areas", "Parks", Employment Commercial Mixed-Use" and Low-Rise Residential land</p> | <p><a href="#">PPES Comments</a> and associated attachments as follows:</p> <p><a href="#">Attachment 1 CoV 2010 OP Schedule 13 Land Use</a></p> <p><a href="#">Attachment 2 CoV VMSP Schedule F Transportation Network</a></p> <p><a href="#">Attachment 3 CoV VMSP Appendix A Street Cross Sections Section D</a></p> <p><a href="#">Attachment 4 COV OP 2010 Natural Heritage Network Schedule 2</a></p> | <p><b><u>Background</u></b></p> <p><u>Vaughan Mills Centre Secondary Plan Status</u></p> <p>The project team has reviewed the Vaughan Mills Centre Secondary Plan (VMCSP) and its associated studies. This was part of the background information review at the onset of the study. Potential impacts to the VMCSP area are being considered as part of interchange alternatives evaluation. Note that the consultant is now WSP (formerly known as MMM) and that the Project Team is fully separate from those involved in the Vaughan private development work.</p> <p><b><u>General Comments</u></b></p> <p><u>Vaughan Official Plan- Volume 1</u></p> <p><u>City of Vaughan Official Plan (VOP) 2010 Urban Structure</u></p> <p>The proposed Langstaff Road improvements, including Langstaff Road interchange improvement at Highway 400, Langstaff Road widening, CN MacMillan Yard connection, GO Rail Barrie Line grade separation, will enhance the connectivity for local transit and traffic and support the local employment growth. The proposed sidewalk and cycle track along</p> |

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|            |         | <p>uses dispersed throughout as per Schedule 13 of VOP 2010 (Attachment 1).</p> <p>The Study Area contains or is within close proximity to areas identified as Intensification Areas:</p> <ul style="list-style-type: none"> <li>• “Regional Centre”- Vaughan Metropolitan Centre (VMC);</li> <li>• “Primary Centre” - Weston Road and Highway 7 and Vaughan Mills Secondary Plan areas;</li> <li>• “Local Centre”- Concord GO Centre and Carville Centre</li> </ul> <p>Intensification areas are generally intended to be developed with a mix of uses and appropriate heights and densities to support complete communities with higher-order transit, as well as walking and cycling. Design improvements to Langstaff Road should enhance transportation connections to and from these identified Intensification Areas, with an emphasis on the provision of pedestrian, cycling and transit infrastructure to promote a range of mobility options for all users.</p> <p>As Langstaff Road is Major Arterial part of the municipal street network, staff recommend the Langstaff EA Study have regard for applicable VOP 2010 policies and associated design considerations.</p> <p>As per Section 2.2.4.9 and 2.2.4.10 of VOP 2010 (Employment Areas), Langstaff Road should enhance and improve local transit and accommodate active transportation throughout the Study Area.</p> <p><u>Street Network</u></p> <p>Schedule 9 - Future Transportation Network of VOP 2010 classifies Langstaff Road as a Major Arterial (Regional). As per VOP 2010 Section 4.2.1 “Arterials play an important role in moving large volumes of traffic and will be the primary location for rapid transit service...In addition to enhanced pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping and other place-making initiatives to improve the quality of place, especially in Intensification Areas.”</p> <p>Section 4.1.1 Transforming Transportation states that “the street network should enhance transportation opportunities for transit, walking, cycling while potentially</p> |      | <p>Langstaff Road will accommodate and support the active transportation need within the study area. Active transportation facilities on Langstaff Road will provide a connection to other north-south active transportation facilities on Dufferin Street, Jane Street and Weston Road.</p> <p><u>Street Network</u></p> <p>Acknowledged. Consistent with VOP 2010, York Region Transportation Master Plan (TMP) 2016 also identified Langstaff Road as a Primary / Arterial road; additionally, it is also identified as a goods movement corridor. The Region’s TMP also support multi modal uses on Langstaff Road.</p> <p>Cycle track and sidewalk are proposed on both side of Langstaff Road to accommodate and support the active transportation need within the study area. The proposed improvements in capacity (widening to 6 lanes) and connectivity (connection across the CN</p> |

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|            |         | <p>resulting in reduced capacity for cars where overall capacity increases can be achieved” (4.1.1.5). Subsequent policies 4.1.1.6-4.1.1.7 support the development and implementation of the long-term transportation network, including the implementation of the City’s Pedestrian and Cycling Master Plan (Active Together Master Plan which is to be updated in 2018) and York Region’s Pedestrian and Cycling Master Plan, with the appropriate agencies and municipalities.</p> <p>Langstaff Road, as a major arterial road, should be designed to accommodate all mobility options and redesigned with a balanced right-of-way that supports and enhances the needs of pedestrians, cyclists, transit users and drivers (4.2.1.29-4.2.1.30). Improvements to Langstaff Road should also consider streetscaping and public art initiatives to further enhance the street for all users (4.2.1.33). The City should work with York Region to design arterial streets with street cross-sections that have reduced daylight triangle(s) and curb radii requirements, as well as on street parking to create a more pedestrian and transit-friendly street environment (4.2.1.16).</p> <p>The conversion of the Highway 400 Langstaff Interchange to a full-move interchange is supported by the policy framework of VOP 2010. Schedule 9 identifies the Highway 400 Langstaff Road Interchange as an area for ‘Interchange Improvements’. Section 4.2.1.10 of VOP 2010 notes the following: “To work with York Region and the Province to secure improvements to, and new interchanges with, 400-series highways as identified on Schedule 9 and in particular at Highway 400 and Steeles, Langstaff, and King-Vaughan Road, and at Highway 7 within the Vaughan Metropolitan Centre. The City will seek to secure land for such purposes, where warranted, through the development approvals process.” The City should also work with the Province to restore and enhance the landscaping within and adjacent to Highway 400 and the associated interchanges, where appropriate (4.2.1.11).</p> <p>Section 4.2.1.6 provides further guidance for network improvements within the EA study area, namely the implementation of the Langstaff Road widening and completion of Langstaff Road over the CN Rail corridor, as identified on Schedule 9. In addition, it also identifies the Highway 400 interchange improvements. Schedule 9 also</p> |      | <p>yard) will provide opportunities to enhance the transit service along Langstaff Road.</p> <p>A tree inventory was carried out as part of the EA Study and potential tree impacts have been identified. Conceptual landscape plan has been developed as part of the EA Study (renderings were shown at Open House 2 in November 2018). The City’s comments regarding landscaping have been noted. The Region will work closely with the City to provide appropriate streetscaping during detailed design. A detail landscaping plan will be developed in the subsequent design phase.</p> <p>Acknowledged. As part of City’s Vaughan <i>Metropolitan Centre and Surrounding Areas Transportation Study (2013)</i>, it was identified that the provision of a full-move interchange at Highway 400 and Langstaff Road would improve accessibility to the VMC and surrounding areas, assist in diverting auto and truck traffic from the interchanges at Highway 7 / Highway 400 and Rutherford Road / Highway 400. City of Vaughan was invited to attend a design workshop with MTO on October 4, 2018 to provide inputs to the interchange improvement concepts. Post Workshop, a Diverging Diamond Interchange (DDI) was developed based on the inputs received at the workshop and was provided to MTO for review on February 26, 2018. The Project Team is currently consulting with MTO on the DDI concept and will share outcome with the City.</p> <p>Acknowledged. The traffic analysis (macro and micro simulation) carried out as part of the EA Study assessed the operation conditions of the network with and without the proposed improvements on Langstaff Road, including a new connection across the CN yard.</p> |

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|            |         | <p>identifies a proposed new north-south Minor Collector Road Link of Bass Pro Mills that connects to Rutherford Road.</p> <p><u>Travel Demand Management</u></p> <p>A review of the study area transportation network future conditions (2041) should incorporate Travel Demand Management criteria that can provide alternatives to driving, especially during peak commuting periods. These alternatives should include carpool and rideshare programs, variable work start times, telecommuting, in addition to providing enhanced pedestrian and transit infrastructure (Section 4.3.3). It is important to promote travel demand management programs to reduce future dependence of single-occupant vehicle travel on Langstaff Road (4.3.3.1).</p> <p><u>Supporting Goods Movement</u></p> <p>The improvements to Langstaff Road, including the Highway 400 interchange improvements at Langstaff Road and Bass Pro Mills Drive, the Langstaff Road CN Rail Yard crossing, and the road widening in the Employment Areas within the Study Area will help to support goods movement to and from nearby Employment areas. These improvements should be in line with VOP 2010 policy 4.4.2.3 and 4.4.2.7. Truck activity and any impacts from truck traffic should be minimized in Community Areas and Intensification Areas (4.2.2.6).</p> <p><u>The Public Realm</u></p> <p>Section 9.1.1 of VOP 2010 provides policy direction for public streets and their role and function within the public realm. The re-design of Langstaff Road, a public street, should adhere to policies 9.1.1.2-9.1.1.4.</p> <p><b><u>Vaughan Official Plan – Volume 2 - Vaughan Mills Centre Secondary Plan</u></b></p> <p>The EA Study Area includes options that will impact the VM CSP area, and in particular Bass Pro Mills Drive and the Highway 400 Interchange and overpass.</p> <p>The preferred Future Design Option for Highway 400 Interchange improvements, including access to/from</p> |      | <p><u>Travel Demand Management</u></p> <p>Travel demand management initiatives are currently being implemented through Region policies. For example, York Region has the <i>MyTrip</i> program which help residents to make informed travel choices in new developments. York Region is also part of the <i>Smart Commute</i> workplace travel program. For more information about Region wide TDM program, please see York Region website <a href="http://www.york.ca">www.york.ca</a> &gt; Transportation &gt; Transportation Demand Management. The typical cross section proposed accommodates and features active transportation elements to enhance use of alternative modes.</p> <p><u>Supporting Goods Movement</u></p> <p>Acknowledged. York Region Transportation Master Plan (TMP) 2016 identified Langstaff Road as a Primary / Arterial road goods movement corridor. The proposed corridor improvements will include goods movement priority features. It is important that truck traffic is attracted to Langstaff Road and away from Highway 7 and Rutherford Road which are more dedicated for transit (e.g. VIV) and local commuter traffic.</p> <p><u>The Public Realm</u></p> <p>Acknowledged. Conceptual landscape plan has been developed as part of the EA Study (renderings were shown at Open House 2 in November 2018).<br/> <b><u>Vaughan Official Plan – Volume 2 - Vaughan Mills Centre Secondary Plan</u></b></p> <p>Impacts to the VM CSP area is being considered as part of interchange alternatives evaluation.</p> <p>Acknowledged. Subsequent to the design workshop with MTO (which City of Vaughan also attended) on October 4, 2018, a DDI concept was developed based on the inputs received at the workshop and was provided to MTO for review on February 26, 2018.</p> |



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|            |         | <p>Vaughan Mills, must consider the VMCSPP policy framework.</p> <p>The VMCSPP future street network (Section 4.2) supports multi-modal design that enhances the public realm and encourages walking, cycling and transit. A fine grain road network has been proposed for the VMCSPP area (Attachment 2).</p> <p>Capacity issues as identified in the VMCSPP MMM Transportation Study Report need to be reviewed in order to establish a better understanding of the traffic impacts on the proposed surrounding land uses. The proposed options may preclude the outcome of the ongoing OMB hearing and/or the future Block Plan approval process.</p> <p><u>Bass Pro Mills Drive</u></p> <p>Bass Pro Mills is identified as a Major Collector and major 'green street' that connects Weston Road and Jane Street (Section 4.2.4.2). As a proposed 'green street', the VMCSPP recommends that Bass Pro Mills Drive include a multi-use path. The Multi-use path is intended to provide three main functions (4.2.4.3):</p> <p><i>"a) to provide a green, attractive interface to create a more pedestrian friendly and urban environment;</i><br/> <i>b) to create an attractive and usable green buffer for adjacent development planned to front the roadway; and</i><br/> <i>c) to create a multi-use trail that links the east and west areas of Vaughan Mills Centre".</i></p> <p>With respect to future improvements to Bass Pro Mills Drive please reference the proposed street-cross section of Bass Pro Mills (Attachment 3) as per the VMCSPP Appendix A: Street Cross Sections.</p> <p><u>West of Highway 400 and Highway 400 Interchange</u></p> <p>In addition, the VMCSPP shows new street connections/road improvements west of Highway 400 to improve and mitigate traffic in the area, (4.2.7.3):</p> <p><i>"• A revised ramp entrance to the existing partial interchange at Bass Pro Mills Drive via a new intersection at the proposed east-west collector road and the proposed</i></p> |      | <p>The DDI concept maintains access to/from Bass Pro Mills Drive. The Project Team will share outcome at subsequent MTO Meetings with the City.</p> <p>The proposed transportation network as part of the VMCSPP was referenced when developing the Langstaff Road / Highway 400 interchange improvement alternatives.</p> <p>The traffic analysis carried out as part of the EA Study uses the York Region travel demand model. The traffic demand model obtained for the Region includes the future growth in the VMCSPP area for the 2041 planning horizon. City of Vaughan to provide updates on ongoing OMB hearing and/or the future Block Plan approval process.</p> <p><u>Bass Pro Mills Drive</u></p> <p>Acknowledged. Improvement to Bass Pro Mills Drive is beyond the scope of the current EA study.</p> <p><u>West of Highway 400 and Highway 400 Interchange</u></p> <p>Acknowledged. The proposed transportation network west of Highway 400 as part of the VMCSPP was referenced when developing the Langstaff Road / Highway 400 interchange improvement alternatives. The interchange improvement alternatives do not preclude the proposed transportation network west of Highway 400.</p> |



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|            |         | <p>north-south collector parallel to Highway 400. This will provide south bound access for traffic originating on both the east and west side of Highway 400, and help to distribute southbound traffic away from boundary roads.</p> <ul style="list-style-type: none"> <li>• The extension of Bass Pro Mills Drive to Weston Road. This roadway extension will provide an important connection between lands west and east of Highway 400 and will generally help to distribute east-west traffic in the area. Existing and future highway crossings should be pedestrian and bicycle friendly.</li> <li>• A new connection to Weston Road, opposite the existing Astona Boulevard signalized intersection, from the proposed internal road network shall be protected for. Consideration will be given to mitigate the potential for traffic into the neighbourhood of Weston Downs, west of Weston Road. Future consideration of the protection for this connection shall be reviewed by York Region no sooner than 2019.</li> <li>• A third connection to Weston Road from the internal street grid north of the proposed Weston Road/Bass Pro Mills Drive intersection is proposed.</li> <li>• A new internal north-south collector street between the proposed Bass Pro Mills extension with Rutherford Road opposite the Vellore Woods Boulevard/Rutherford Road intersection.</li> <li>• New internal north-south collector streets are proposed with a new connection at Rutherford Road parallel to Weston Road. Consideration will be given to connecting these streets with the existing Westcreek Drive and Creditview Road south of the Study Area.”</li> </ul> <p>Section 4.2.7.3 also provides policy direction for enhanced non-auto connections across Highway 400 to further support the multi-modal network (4. Enhanced Connections across Highway 400). Opportunities for pedestrian and bike facility design enhancements include cantilevering across both the Rutherford Road and Bass Pro Mills Drive Highway 400 crossings, as well as options for future pedestrian bridges:</p> <p>“Connecting the areas east and west of Highway 400 for sustainable travel modes is an important goal, which is integral to moving this area beyond its current pattern of auto dominance. Pedestrian and bike facilities should be enhanced on the Rutherford Road and Bass Pro Mills Drive crossings as opportunities and/or funding permit. Cantilevering a wider pedestrian/cycling path is possible</p> |      | <p>Acknowledged. The enhancement to non-auto connections on Rutherford Road and Bass Pro Mills Drive is beyond the scope of the current study.</p> |

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|            |         | <p><i>on both existing bridges crossing Highway 400. This should be completed on the north side of Bass Pro Mills Drive to continue the proposed multi-use path west to Weston Road. On Rutherford Road, given the presence of the Highway 400 ramps, a wider sidewalk can be created by cantilevering out from the bridge. Alternatively, when and if the bridge is reconstructed in future, a wider sidewalk can be built. Finally, the potential for a new pedestrian bridge is a long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.</i></p> <p><i>Finally, the potential for a new pedestrian bridge is a long-term option for enhanced connectivity mid-way between Rutherford Road and Bass Pro Mills Drive, as shown on Schedule H: Active Transportation Network.”</i></p> <p><u>Specific Comments</u></p> <p>PPES staff have the following comments with respect to the Highway 400 Interchange Options 1-3 as they pertain to the VMCSF:</p> <p>Option 1</p> <ul style="list-style-type: none"> <li>• PPES staff seek confirmation whether the EA project team has reviewed and incorporated the findings of the Vaughan Mills Transportation Study (MMM Group) in determining Option 1</li> <li>• The proposed Ramp-Off-Ramp configuration immediately south of Rutherford Road will impact the limits of the Regionally approved “Employment Commercial Mixed-Use” and “Greenway Public Open Space” land use designations within the VMCSF, as well as access to/from the Greenway;</li> <li>• A ramp reconfiguration of Bass Pro Mills was identified and proposed on Schedule F: Transportation Network within the VMCSF; and</li> <li>• The proposed Langstaff off-ramp configuration and road limits will have impacts to existing general employment uses immediately to the west of the Langstaff Road off-ramp from Highway 400</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>• PPES staff seek confirmation whether the EA project team has reviewed and incorporated the</li> </ul> |      | <p><u>Specific Comments</u></p> <p>A design workshop was held on October 8, 2018 with MTO (City of Vaughan staff also attended) to discuss the various interchange improvement concepts and associated potential impacts to adjacent lands. Subsequent to the design workshop, the interchange improvements Options 1-3 were screened out and the Project Team proceeded with DDI Option developed based on the inputs received at the design workshop. The DDI concept was provided to MTO for review on February 26, 2019. The Project Team is currently consulting with MTO on the DDI concept and will share outcome with the City.</p> <p>The proposed transportation network west of Highway 400 as part of the VMCSF was referenced when developing the Langstaff Road / Highway 400 interchange improvement alternatives. The traffic analysis carried out as part of the EA Study uses the York Region travel demand model. York Region travel demand model already account for the future growth in the VMCSF area for the 2041 planning horizon.</p> <p>The traffic impacts to the VMCSF will be one of key criterion when screening the Highway 400 / Langstaff Road interchange alternatives. Further traffic analysis will be carried out for the preferred alternative to</p> |

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|            |         | <p>findings of the Vaughan Mills Transportation Study (MMM Group) in determining Option 2;</p> <ul style="list-style-type: none"> <li>• What is the impact of Option 2 on the proposed land uses and traffic circulation for the area (Vaughan Mills Centre Business District)?</li> <li>• Option 2 removes the proposed Bass Pro Mills Off-ramp, what are the implications of this modification with respect to the Vaughan Mills Transportation Study; and</li> <li>• The re-routing of the northbound Bass Pro Mills Off-ramp north of Langstaff Road has land use impacts to the surrounding “General Employment” land uses in the area; the re-route has also not been identified on Schedule 9:Transportation Network of VOP 2010.</li> </ul> <p>Option 3</p> <ul style="list-style-type: none"> <li>• Option 3 provides minimal changes to the existing and proposed Transportation Network within and surrounding the VMCSP area, however further study is needed to assess the impact of Option 3 on the proposed land uses and traffic circulation for the Vaughan Mills Centre Business District</li> </ul> <p>It is suggested the landowners within the VMCSP area be consulted respecting all 3 options as part of the Langstaff EA process to ensure they have been informed and kept up-to-date with any proposed transportation network changes. Further, the absence of an OMB decision on the VMCSP and the Vaughan Mills Business District (west of Highway 400) and certain land use assumptions may impact the three options proposed. These Highway 400 interchange options should be subject to change and may necessitate a review based on any changes to the land use and/or transportation network of the VMCSP.</p> <p><b><u>Weston Road and Highway 7 Secondary Plan – Phase 1</u></b></p> <p>The PPES Department will be leading the Weston Road and Highway 7 Secondary Plan- Phase 1 review and retaining a consulting team in early 2018 to complete a background study, land use planning framework, land use scenarios and a preliminary transportation assessment. As a “Primary Centre” the Plan Area is to be developed as a transit-oriented, pedestrian-friendly destination that supports area residents while facilitating an appropriate transition to neighbouring community areas. It is intended</p> |      | <p>identify the modification requirement to the transportation network within the VMCSP area if required.</p> <p>Opportunities to consult with the landowners are provided as part of the EA Study (e.g. meetings or at Open Houses).</p> <p><b><u>Weston Road and Highway 7 Secondary Plan – Phase 1</u></b></p> <p>Acknowledged. The Project Team would welcome input from any ongoing City planning studies.</p> |

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|            |         | <p>to provide future uses that will serve the Community Areas of the city, including retail, institutional, office, and community uses.</p> <p>It should be noted that the Preliminary Transportation Assessment of the Weston Road and Highway 7 Secondary Plan- Phase 1 will:</p> <ul style="list-style-type: none"> <li>• Identify critical transportation network connections;</li> <li>• Establish transportation network constraints;</li> <li>• Incorporate relevant findings and impacts of additional transportation studies; and</li> <li>• Incorporate feedback from stakeholders and agencies such as York Region, MTO and York Region Transit</li> </ul> <p>Subsequent to the completion of phase 1, Phases 2 and 3 will build on the land use planning framework established by phase 1 in order to complete the Secondary Plan, which is to include proposed land use, urban design, and transportation policies. A future street/transportation network will be proposed and will review any changes and/or improvements to the street network and surrounding area, including the Langstaff EA Study Area and the associated Highway 400 Interchange Improvements.</p> <p><b><u>Concord GO Centre Secondary Plan Area and Concord GO Mobility Hub Study</u></b></p> <p>The Concord GO Centre Secondary Plan Study was approved by York Region in May 2015 and provides a land use plan for the Intensification Area, which is identified as a Local Centre in VOP 2010. As a Local Centre, the Secondary Plan identifies opportunities for Low-rise, High-rise and employment commercial mixed use development to create a complete community that will support the proposed higher-order transit infrastructure. With the confluence of GO Transit, VivaNext, and the proposed 407 Transitway the area has been identified as a Mobility Hub.</p> <p>A Concord GO Mobility Hub Study is planned and should incorporate any changes and/or improvements to the street network and surrounding area, as identified through the Langstaff Road EA, and be included in future transportation and traffic analyses.</p> |      | <p><b><u>Concord GO Centre Secondary Plan Area and Concord GO Mobility Hub Study</u></b></p> <p>Acknowledged. The Project Team would welcome input from any ongoing City planning studies.</p> <p>The traffic demand model obtained for the Region includes the future growth in the Concord GO Centre Secondary Plan Area for the 2041 planning horizon.</p> |

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|            |         | <p><b><u>Environment</u></b></p> <p>The Study Area contains “Core Features” as shown in Schedule 2 of VOP 2010, as such, the policies contained in Section 3.2.3.4 apply as it relates to the EA process. “Core Features” include valley and stream corridors, woodlands, wetlands, fish and wildlife habitat, and significant habitat of endangered and threatened species. There are three valley and stream corridors identified within the Study Area (area A to C), as noted on Attachment 4. The valley and stream corridors east of the CN McMillan Yard form part of the Urban River Valley designation in the Greenbelt Plan Area (2017). Section 6 of the Greenbelt Plan is applicable to the review of the EA process as it relates to the Urban River Valley designation. The Toronto and Region Conservation Authority (TRCA) regulates valley and stream corridors as per Ontario Regulation 166/06. Please refer to the policies of section 3.3.1.1 of VOP 2010 for provisions. The City will defer to the TRCA for technical advice and regulatory approvals as it relates to the lands identified on Natural Areas.</p> <p>A significant tableland woodland is located just east of Dufferin Street, along Langstaff Road, Area D in Attachment 4. Woodlands are protected as per policy 3.3.3 of the VOP 2010. The City should be consulted on all proposed mitigation plans to protect this feature.</p> <p>The Region must abide by the <i>Endangered Species Act</i> (2007) regulated by the Ministry of Natural Resources and Forestry (MNRF). The EA project team should confirm with the MNRF Aurora District Office the presence of any potential Species at Risk and subsequent field studies should confirm the presence of these species. Refer to the MNRF Species at Risk website for further information<br/> <a href="https://www.ontario.ca/page/species-risk">https://www.ontario.ca/page/species-risk</a></p> <p>The Study Area is also within the Source Water Protection Recharge Management Area (WHPA-Q) identified by the Toronto and Region and Central Lake Ontario (CTC) Source Protection Plan (Plan) which contains a series of policies to protect our drinking water sources from potential drinking water threats. See link below for further information<br/> <a href="http://conservationontario.ca/what-we-do/source-water-protection">http://conservationontario.ca/what-we-do/source-water-protection</a>. The EA must address the <i>Clean Water Act</i> (2006) Plan requirements.</p> |      | <p><b><u>Environment</u></b></p> <p>The Project Team has on-going consultation with TRCA. The existing Natural Environment Report was approved by TRCA on May 1, 2018. The Project Team will meet with TRCA at key project milestones as per Region’s service agreement with TRCA.</p> <p>Acknowledged.</p> <p>General wildlife, habitat assessments and botanical surveys were conducted on October 17, 2016 as well as June 9, June 23 and July 26, 2017, Breeding bird surveys were completed on June 9, June 23, 2017. It was noted that no potential SAR habitat will be impacted as part of the study. A letter that summarizes the survey findings was sent to MNRF on February 20, 2018 which MNRF acknowledged via email dated March 16, 2018. No further consultation with MNRF is required.</p> <p>Acknowledged.</p> |

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|   |  | <p>We recommend that the City's Draft Environmental Management Guidelines, the City's Natural Heritage Network Study and VOP 2010 be reviewed as it will provide guidance on technical reporting requirements.</p> <p>PPES staff recommend that the above-noted policies and information from VOP 2010, Secondary Plans and future studies be considered in design concepts for the preferred planning solution.</p> <p>We would also appreciate the chance to review the draft Environmental Study Report prior to its finalization in order to provide feedback on the existing conditions, the preferred alternatives, impact assessment, and proposed mitigation measures and recommendations.</p> |   | <p>Acknowledged.</p> <p>Acknowledged.</p> <p>The Project Team will provide the draft ESR to City of Vaughan for review when available.</p>  |
| <p>Consultation/Project Mailing List</p> <p>Development Applications and Contact Information</p> <p>Ratepayers Group (update February 2018)</p> <p>Follow up with the Business Development Group to explore opportunity to have local business groups' support for the study.</p> | <p>Note new contact email for Weston Downs Ratepayers' Association.</p>  |  | <p><a href="#">City of Vaughan Active Development Applications January 2018</a></p> <p><a href="#">City of Vaughan Ratepayer's List February 2018</a></p> | <p>Acknowledged.</p>  |
| <p>Vaughan Mills Centre Secondary Plan, Highway 400 interchange options and VMSP</p>  | <p>City has concerns with advancing only 1 design concept option that maintains the Bass Pro Mills on ramp to Highway 400 south. The ramp forms of the Transportation Network in support the VMSP – only recently approved.</p> <p>With respect to the Vaughan Mills Centre Secondary Plan area, the Transportation and Traffic Study analysis is to consider the Transportation Assessment (March 2015) and Addendum ( June 2015)</p> | <p>Option: Ramp-off- a Ramp at Rutherford Road with Free Flow Connection to Langstaff Road</p> <ul style="list-style-type: none"> <li>- Minimal impact to Vaughan Mills Centre SP proposed transportation network. The proposed grade separation with the Bass Pro Mills interchange on the west side of 400 will need to accommodate proposed future development in this area.</li> <li>- Shift of existing Langstaff S-E/W off-ramp will impact properties to the east</li> <li>- This option does not include a free flow E-N on-ramp from Langstaff to NB 400; instead, traffic will need to turn left onto the proposed W-N loop on-ramp.</li> </ul>  | <p><a href="#">MMM Transportation Assessment Vaughan Mills</a></p>  | <p>A design workshop was held on October 8, 2018 with MTO (City of Vaughan staff also attended) to discuss the various interchange improvement concepts and associated potential impacts to adjacent lands. Subsequent to the design workshop, the interchange improvements Options 1-3 were screened out and the Project Team proceeded with DDI Option developed based on the inputs received at the design workshop. The DDI concept was and provided to MTO for review on February 26, 2019. The Project Team is currently consulting with MTO on the DDI concept and will share outcome with the City.</p> |

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area | General  | Preliminary Technical Comments and Considerations  | Link   | Project Team Response   |
|------------|--|--|--|---|
|            | <p>completed by MMM June - basis road network supporting the Vaughan Mills Centre Secondary Plan. Integrating land use -it is highlighted that the York Region and City approved VMCSPP to (planning horizon 2031) is an intensification area/ Primary Centre and corridor - Jane St - with Vaughan Mills as a regional destination/generator.</p> <p>The City requests technical study - Transportation and Traffic Study supporting the project. It is noted that Transportation and Traffic Study is to include traffic operations at existing and new intersections with City roads under alternative alignments/options</p> | <p>Modelling should confirm the number of vehicles expected to make this movement, and determine whether these left turn vehicles can be accommodated and stored within a reasonable distance.</p> <p>How will westbound traffic on Langstaff Road access at to and from northbound ramps operated under this configuration?</p>   | <p><a href="#">Centre Secondary Plan June 2015</a></p> <p><a href="#">MMM Transportation Assessment Addendum Vaughan Mills Centre Secondary Plan June 2015</a></p> |   |
|            | <p>Capacity to be addressed.</p>   | <p>Option: Langstaff Road Parclo A4 with closure of Bass Pro Mills Drive S-EW Ramp</p> <ul style="list-style-type: none"> <li>- For traffic from the south utilizing the Langstaff S-E/W off-ramp:                             <ul style="list-style-type: none"> <li>o It appears the proposal is to maintain 3 lanes on this off-ramp. This may not be enough to accommodate predicted future volumes. Based on the Transportation Assessment completed for the Vaughan Mills Centre Secondary Plan (June 2015), predicted volumes which would have utilized the Bass Pro Mills S-E/W off-ramp alone were approximately 1500 vehicles in both peak hours. Generally speaking this approaches the capacity of a 3-lane off-ramp. Once traffic destined for Langstaff Road is added to this predicted total, the 3 lane off-ramp may not provide enough capacity.</li> <li>o Furthermore, a roundabout is proposed to direct traffic to Bass Pro Mills Drive. The roundabout will operate close to capacity, assuming the predicted 1500 vehicle volume that would need to use it to access Bass Pro Mills Drive.</li> </ul> </li> <li>- For traffic travelling to the south utilizing a proposed collector road connecting to Rutherford Road across</li> </ul> |  | <p>Per above – A design workshop was held on October 8, 2018 with MTO (City of Vaughan staff also attended) to discuss the various interchange improvement concepts and associated potential impacts to adjacent lands. Subsequent to the design workshop, the interchange improvements Options 1-3 were screened out and the Project Team proceeded with DDI Option developed based on the inputs received at the design workshop. The DDI concept was and provided to MTO for review on February 26, 2019. The Project Team is currently consulting with MTO on the DDI concept and will share outcome with the City.</p> |

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area | General | Preliminary Technical Comments and Considerations   | Link | Project Team Response   |
|------------|---------|---|------|---|
|            |         | <p>from Vellore Woods Blvd, and the Rutherford W-S on-ramp:</p> <ul style="list-style-type: none"> <li>o Similar to concerns for the Langstaff on-ramp, the predicted volume may exceed the capacity of the Rutherford/Vellore Woods intersection. Specifically, 900 vehicles will need to make the NB right turn in the AM peak hour, which is close to the practical capacity of this movement at a signalized intersection. There are also concerns regarding the weaving between these new NB-R vehicles and SB-L vehicles from Vellore Woods Blvd who also want to use the W-S on-ramp.</li> <li>- potential significant traffic issues on future City-owned roadways. The benefits from this alternative need to be clearly presented to provide a comprehensive evaluation.</li> </ul> <p>Closure of Bass Pro Mills off-ramp, converting part of Four Valley Drive to 4-lane road with new road segment. The Bass Pro Mills off-ramp closure will redirect Vaughan Mill trips to the new Four Valley Drive. The existing Four Valley Drive is a 2-lane low volume industrial roadway (approximately 1500 ADT and 2.5% truck percentage).</p> |      |   |
|            |         | <p>Option: Langstaff Road Parclo A3</p> <ul style="list-style-type: none"> <li>- This alternative combines the Langstaff S-E/W off-ramp configuration from alternative 1, and the Bass Pro Mills/new collector road/Rutherford Road W-S on-ramp configuration from alternative 2.</li> <li>- Similar comments apply from the previous option 1 For reference they are repeated below.</li> <li>- Shift of existing Langstaff S-E/W off-ramp will impact properties to the east</li> <li>- This option does not include a free flow E-N on-ramp from Langstaff to NB 400; instead, traffic will need to turn left onto the proposed W-N loop on-ramp. Modelling should confirm the number of vehicles expected to make this movement, and determine whether these left turn vehicles can be accommodated and stored within a reasonable distance.</li> <li>- For traffic using Bass Pro Mills/new collector road/Rutherford W-S on-ramp to access SB 400:</li> </ul>   |      | <p>Per above – A design workshop was held on October 8, 2018 with MTO (City of Vaughan staff also attended) to discuss the various interchange improvement concepts and associated potential impacts to adjacent lands. Subsequent to the design workshop, the interchange improvements Options 1-3 were screened out and the Project Team proceeded with DDI Option developed based on the inputs received at the design workshop. The DDI concept was and provided to MTO for review on February 26, 2019. The Project Team is currently consulting with MTO on the DDI concept and will share outcome with the City.</p> |



PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area  | General  | Preliminary Technical Comments and Considerations  | Link | Project Team Response   |
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|   |  | <ul style="list-style-type: none"> <li>○ The predicted volume may exceed the capacity of the Rutherford/Vellore Woods intersection. Specifically, 900 vehicles will need to make the NB right turn in the AM peak hour, which is close to the practical capacity of this movement at a signalized intersection. There are also concerns regarding the weaving between these new NB-R vehicles and SB-L vehicles from Vellore Woods Blvd who also want to use the W-S on-ramp.</li> <li>○ How will westbound traffic on Langstaff Road access at to and from northbound ramps operate under this design concept option /configuration?</li> </ul>   |      |   |
| <p>Parks<br/>"feasibility" of move the soccer field west of the GO Rail crossing further south and impact to City Parks</p> | <p>Barrie GO Rail Line Grade Separated Crossing</p> <p>In absence of fulsome understanding of impacts to the parks, programming and access( technical studies, socio-economic, noise etc...) preliminary technical comments and considerations are provided at this time</p> | <p>City requires a better understanding of the impacts to Langstaff Public Park including programming, access and property requirements act the park programming and access. More specifically through supporting technical study evaluation of socio economic and other environmental (noise, visual, etc..) technical study is to demonstrate how impacts have been minimized and identify mitigating measures. Context for study and analysis of various scenarios be considered within the overall parkland and facility provision standards as per the guidelines of the City's in effect Active Together Master Plan and City policies.</p> <p>The City notes at this time mitigation measures shall consider various options for commitments and compensate in the context of preparation of a comprehensive Langstaff Park Master Plan / redevelopment strategy of the park to the City's standard level of service.</p> <p>Further, the master plan is to be completed by a registered Landscape Architect undertaken as part of the EA process and with detailed design advanced to confirm facility and program requirements to the satisfaction of the City and at no cost to the City. The plan shall also address required restoration works and Edge Management Plan for park block abutting open space and associated buffer.</p> <p>All Costs associated with mitigation and property acquisition, etc. ... are to be borne by project including but not limited to development design, administration, and construction works and where compensation for</p> |      | <p>The Overpass Alternative was identified as preferred (i.e. road over GO Rail Barrie Line), the impacts to Langstaff Road is minimized by providing retaining wall on the west approach of the structure. The proposed plan has minimal impact to the parking lot and the soccer field. It is proposed the existing parking access will be realigned to Planchet Road (i.e. signalized intersection).</p> <p>Mitigation measures will be developed where appropriate to address potential impacts to the park. However, the preparation of a master plan is beyond the scope of the EA Study.</p> |

LANGSTAFF ROAD MUNICIPAL CLASS EA FROM WESTON ROAD TO HIGHWAY 7

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area  | General  | Preliminary Technical Comments and Considerations  | Link   | Project Team Response   |
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|   |  | <p>encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.</p> <p>Additional details and conditions addressing securities, timelines, works, and mitigation measures shall be determined through Implementation (Phase 5) EA process.</p> <p>It is noted that similar comments apply to LeParc Park.</p>                       |  |   |
| <p>Additional design considerations that the City would like to be included in the study.</p> <p>Design Consideration - Road/Trails</p> | <p>At this time, the City identifies the following Bartley Smith Greenway/Vaughan Super Trail grade separated crossing:</p>  | <p>Parks Development's seeks to ensure a desirable, practical, and safe north south neighbourhood Community Multi-use Pathway along the Bartley Smith Greenway as part of the Vaughan Super Trail that would align with the 2007 Pedestrian and Bicycle Network. This will provide a continuous trail experience along the Bartley Smith Greenway that runs from Steeles Avenue to Teston Road and beyond, and supports to development of the Vaughan Super Trail.</p> | <p><a href="#">Supporting attachment Bartley Smith Greenway/Super Trail - Trail Crossing</a></p>   | <p>The proposed Bowes Bridge (West Don River crossing) replacement does not preclude the planning of a north-south trail connection (Bartley Smith Greenway system).</p> <p>When the City proceeds with the planning and design of the trail extension, it is anticipated there will be further consultation with the Region.</p>           |
| <p>Transportation, traffic operations potential improvements to the Langstaff Road and Stan Gate intersection</p>                       | <p>Recommendations from the Weston Downs traffic study to be considered. See Council Report link.</p> <p>Traffic studies may be needed to analyze the truck traffic, road/intersection operations, roundabout etc. We request a copy of the traffic study to be provided that include traffic operations and level of service, and proposed lane configurations.</p> | <p>potential impact to any planned bicycle routes that may be planned in place for Stan Gate/Valeria.</p> <p>impact to area residents in terms of increased truck traffic volumes. Has a noise study been conducted?</p>   | <p><a href="https://www.vaughan.ca/council/minutes_agendas/Agendaltems/CW1101_16_5.pdf">https://www.vaughan.ca/council/minutes_agendas/Agendaltems/CW1101_16_5.pdf</a></p> | <p>As part of the Weston Downs Traffic Study report, no improvements to the Stan Gate/Valeria Boulevard was identified.</p> <p>A noise assessment has been completed as part of the EA Study.</p>   |
| <p>Langstaff Road typical cross-section.</p>  | <p>A "typical" cross section may not be appropriate for the entire corridor ( ie: Highway 400 to Dufferin Street Primary Arterial Goods Movement Corridor) from Highway 7 to Weston Road. Cross-sections are to be context sensitive with AT facilities linking and interface on Region/City roads and intersections.</p>  | <p>York Region to consider separate cycling and pedestrian facilities, recognizing role of Langstaff Road as Primary Arterial Goods Movement Corridor truck/goods movements.</p> <p>Cross sections are to include separate City pedestrian sidewalks.</p> <p>The VMCSF is an intensification area. The planning and design framework for streets ( Bass Pro Mills Drive, etc..) includes City wide Streetscape Manual and Financial Strategy.</p>                      | <p><a href="#">City of Vaughan Streetscape Manual and Financial Strategy</a></p>   | <p>Cycle track and sidewalk are separated by 2.0 m wide planting zone (boulevard) in the proposed typical section. The Langstaff Road widening plan will be developed based on the typical section, although it may vary to be context sensitive with AT facilities linking and interface with other Region/City roads / intersections.</p> |

LANGSTAFF ROAD MUNICIPAL CLASS EA FROM WESTON ROAD TO HIGHWAY 7

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area                                      | General  | Preliminary Technical Comments and Considerations  | Link | Project Team Response  |
|---|--|--|------|--|
| <b>OPEN HOUSE 2 COMMENTS (JANUARY 15, 2019)</b> |  |  |      |  |
| Design Alternatives - Hwy 400 Interchange       | Slide 21   | Comments per previous - February 6, 2018   |      | See above responses.   |
| City north-south intersecting roads             | Recommended Plans THE ULTIMATE LANE CONFIGURATION ON THE NORTH-SOUTH CROSSING ROAD IS SUBJECT TO THE LOCAL ROAD IMPROVEMENT AND WILL BE CONFIRMED IN DETAILED DESIGN | <p>The recommended plan introduces a centre median that appears to present changes in access /egress to sites/ properties that may otherwise result in potential increases to demand/ approach volumes on north south roads under City jurisdiction.</p> <p>Any improvements (operational, auxiliary turn lanes, associated right of- way/property lands for north south City of Vaughan intersecting roads including collectors are to be identified as part of the EA.</p>   |      | <p>The proposed Langstaff Road cross-section was developed collaboratively with staff from the York Region Transportation Planning/Design, Streetscape/Urban Design, Active Transportation and Operation/Maintenance departments. Raised centre median is being proposed to separate eastbound and westbound traffic.</p> <p>The north-south crossing roads improvement requirements will be identified through micro-simulation and documented in the ESR. The implementation of the project will tie-in to existing conditions of north-south roads.</p> |
| Active Transportation                           | Slide 6  | The City supports the recommendation to have physically separated facilities for cycling. The type should be determined through the EA Study Process. The term “bike lanes” generally refers to dedicated space within the vehicular pavement width demarcated through pavement markings and are not considered separated facilities.  |      | Acknowledged. A “Cycle Track”, a physically separated facility for cycling”, was recommended on both sides of Langstaff Road.  |
| Active Transportation                           | Slide 9  | Intersection Improvements should also include provisions of or improvements to pedestrian and cycling facilities and transit users.  |      | Acknowledged.  |
|   | Slide 19   | <p>The cross section shown places the cycling facility adjacent to the curb. It is acknowledged that the proposed cross section recommends spatial separation through a 0.5 m buffer from edge of curb. However, given that Langstaff is identified as a Primary Arterial Goods Movement Corridor between Highway 400 and Dufferin Street and therefore it is anticipated that there will be larger volumes of truck traffic, it is strongly recommended that additional physical separation is provided. This can be achieved through:</p> <p>a) Placing the cycling facility on the other side of the planting zone to provide further physical separation. This is in line with the approach that we are taking on other corridors in the</p> |      | <p>The proposed Langstaff Road cross-section was developed collaboratively with staff from the York Region Transportation Planning/Design, Streetscape/Urban Design, Active Transportation and Operation/Maintenance departments.</p> <p>The proposed right-of-way on Langstaff Road is limited to 36 m (except at intersections where additional properties may be required to accommodate turning lanes). It is challenging to</p>   |

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area  | General          | Preliminary Technical Comments and Considerations  | Link | Project Team Response   |
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|   |                  | <p>city with a similar corridor function (e.g. Portage Parkway). OR</p> <p>b) Alternatively, is there opportunity and would it be appropriate to narrow the median, increase the buffer adjacent to the curb and include landscape features in the buffer as a means of physically separating cyclists from motorists? This alternative would provide physical separation between all corridor users (i.e. between motorists &amp; cyclists and cyclists and pedestrians) and future proof for future active transportation expansion if warranted and required.</p>   |      | <p>accommodate all the needs within the right-of-way. By shifting the planting zone next to the curb, it causes concerns with salt from the roadway harming the trees and soil. This is not preferred by York Region Forestry department</p> <p>The proposed 2.0 m median width is reduced to the minimum width to accommodate all the needs within the right-of-way.</p> |
| Infrastructure Planning-Servicing   | General          | Consideration be given to accommodating future City infrastructure (watermain) with respect to the CN MacMillan Yard Crossing alternatives   |      | The Project Team has provided inputs to the Keele Street Watermain Replacement Project - Jardin Drive to Langstaff Road.  |
| Trail/Active Transportation<br>Bartley Smith Greenway/Vaughan Super Trail grade separated crossing - Open Space Connection – East of Keele Street | Recommended Plan | <p>The City seeks to ensure a desirable, practical, and safe north-south neighbourhood Community Multi-use Pathway along the Bartley Smith Greenway (BSG) in alignment with the 2007 Pedestrian and Bicycle Network. This will provide a continuous trail experience along the Bartley Smith Greenway from Steeles Avenue to Teston Road and beyond and this area of the City is the major north- south corridor for the Vaughan Super Trail; a major Council initiative that was endorsed April 19, 2017.</p> <p>Currently trail users are required to travel up the east side of the Metrolinx GO line, cross the level Langstaff Road railway crossing and travel through Langstaff Park at Planchett Road. From this point, trail users travel north on Planchet Road to reconnect with the valley trail system. With the redevelopment of Langstaff Road, there are two major valleyland improvements that must be incorporated to prevent a significant gap in this network.</p> <p>At the westerly end of Langstaff Park, a new Langstaff Road bridge is proposed over the West Don tributary and this provides for an opportunity to have a recreational trail link underneath the road to provide a continuous, off-road trail system for the BSG. Therefore, the EA should allow for a grade separated crossing within the scope of works required to expand/replace the existing culvert. <b>The minimum trail dimension is for a 5 metre width and 3 metre</b></p> |      | <p>The proposed Bowes Bridge (West Don River crossing) replacement does not preclude the planning of a north-south trail connection (Bartley Smith Greenway system).</p> <p>When the City proceeds with the planning and design of the trail extension, it is anticipated there will be further consultation with the Region.</p>   |

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

| Focus Area  | General          | Preliminary Technical Comments and Considerations   | Link | Project Team Response  |
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| Trail/ Active Transportation<br>GO Transit Barrie Line Grade Separation – BSG Trail Impacts | Recommended Plan | <p><b>high aperture.</b></p> <p>The assessment of the of the GO Transit Barrie Line Grade Separation design alternatives have not given adequate regard to the impact of the adjacent Langstaff Park and the existing Bartley Smith Greenway trail. More specifically, Alternative 2 – Underpass design, the rationale for the design has not included the benefits of providing a practical trail solution across the railway corridor using Langstaff Road verses the creation of a gap in the BSG trail network with the provision of an elevated crossing (the bridge abutments for the crossing would effectively remove any trail crossing opportunities).</p> <p>Both road design alternatives should speak to the impact and subsequently offer solutions for maintaining the existing BSG trail connectivity. Alternatives may consider creating trail connections under the existing rail bridge south of Langstaff Road.</p>   |      | <p>As per City of Vaughan’s Bartley Smith Greenway Trail Map, it is the Project Team’s understanding that the trail connection that crosses the GO Transit Barrie Line was identified to be provided under the GO Transit Barrie Line bridge at West Don River.<br/> <a href="http://www.vaughan.ca/services/trails/Forms/Bartley%20Smith%20Greenway%20Trail%20map_Web.pdf">http://www.vaughan.ca/services/trails/Forms/Bartley%20Smith%20Greenway%20Trail%20map_Web.pdf</a></p> <p>The Project Team was able to confirm the trail connection (i.e. allowance for the trail) was constructed as part of the newly constructed GO Transit Barrie Line bridge at West Don River.</p>   |
| Langstaff Park land requirements and impact on park programming:                            | Recommended Plan | <p>The preferred alternative #1 of the GO Transit Barrie Line Grade Separation identifies that an overpass is desirable. The impact on the park includes a potential land severance within Langstaff Park that will impact the park programming, park access and parking lot capacity. Through the EA process, it is expected that an evaluation of socio economic and other environmental (noise, visual, etc..) impacts due to the loss of parkland and associated facilities based on the various scenarios is to be detailed within the overall parkland and facility provision standards and levels of service as outlined in the City’s Active Together Master Plan and various City policies. The mitigation measures shall consider various options to compensate the established impacts including a requirement to develop a comprehensive Langstaff Park Master Plan that will realign the park facilities, reconfigure the parking lot access, parking lanes and parking stalls and provide a redevelopment strategy for the park.</p> <p>The master plan is to be completed by a registered Landscape Architect undertaken as part of the EA process and requires providing sufficient information to confirm facility and program requirements to the satisfaction of</p> |      | <p>The impact to the Langstaff Park Land was included as part of the evaluation of the GO Transit Barrie Line grade separation alternatives. The Overpass Alternative is selected as the preferred alternatives based on a number of other considerations including roadway design, access, stormwater management, utility impact, construction staging and cost.</p> <p>For preferred Overpass Alternative, the impacts to the Langstaff Road is minimized by providing retaining wall on the west approach of the structure. The proposed plan has minimal impact to the parking lot and the soccer field. It is proposed the existing parking access will be realigned to Planchet Road (i.e. signalized intersection).</p> <p>The Region will continue to work with the City to address any mitigation measures requirements as part of the current Class EA study and in detail design.</p> |

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|  |                         | <p>the City and at no cost to the City. The park redevelopment design, administration, and construction works shall also address required restoration works and Edge Management Plan for park block, the abutting cemetery (access, fencing, signage) and the abutting open space and buffers and shall be completed at no cost to the City.</p> <p>Mitigation in the form of compensation for encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.</p> <p>Additional details and conditions addressing securities, timelines, works, and mitigation measures shall be determined through the advancement of the EA process.</p>   |      |   |
| <p>LeParc Park land requirements and impact on park programming:</p> | <p>Recommended Plan</p> | <p>Like comment above - should additional lands be required for Langstaff Road expansion or if access is compromised to Le Parc Park, similar requirements to the Langstaff Park encroachment requirements above will be applicable.</p>  |      | <p>The existing access for Le Parc Park located on Connie Crescent. There is no impact to the park access as part of the current study.</p> <p>Minor property impact is anticipated as part of the proposed Langstaff Road widening; however, direct impacts to the park facilities is not expected.</p>  |
| <p>Impact on Cemetery /Cultural Heritage</p>                         | <p>Recommended Plan</p> | <p>Cultural Heritage has reviewed the recommended plan and confirm that the St. Stephen Anglican/Lutheran Cemetery located south on Langstaff Road, west of Keele Street is a significant cultural heritage property. An Archaeological Assessment is required for this corridor section (if there is not one already) to determine and confirm the archaeological potential regarding the cemetery and potential remains of the previous place of worship once located at this site.</p> <p>(By way of information and to the extent that it may otherwise influence the area of the Archaeological Assessment, Cultural Heritage notes the recent findings, as part of Metrolinx's twinning tracks project, of two corner stones with 1880's dates at the Don River bridge site.)</p> <p>Although the cemetery lands are maintained by the City of Vaughan, the property is owned by the "Trustees of the German Episcopalian Church or</p> |      | <p>A Stage 1 Archeological Assessment Report was completed as part of the current study and the St. Stephen Anglican/Lutheran Cemetery was identified in the report.</p> <p>The Stage 1 Archeological Assessment Report was submitted to MTCS for review on December 6, 2018.</p> <p>Acknowledged.</p> <p>It was confirmed that City of Vaughan is the current owner of the cemetery.</p> |

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|  |  | <p>Congregation” in accordance with our Real Estate office. As such, this EA document is to be circulated for review and comment with regards to the access off Langstaff Road.</p> <p>The City requests examining the opportunity to relocate the main entrance to the cemetery off the new proposed entrance driveway into the park associated potential for eliminating any potential access conflicts with the proposed Active Transportation Facility (or boulevard trail).</p> <p>The City requests that Region forward and/or copy all correspondence and associated direction from the Church to the City for our continued maintenance files and documentation.</p>     |      | <p>The Recommended Plan does not preclude the realignment of the access to the newly proposed entrance driveway to Langstaff Park.</p> <p>Acknowledged.</p>   |
| Transportation – Technical                                   | <p>Transportation System Technical Memo #1 and Technical Memo random #2 MAY 2017</p> <p>Page 27</p>  | <p>The future (2041) travel demand analysis for the Base Case (Scenario 1) accounted for all regional TMP recommended improvements excluding Langstaff Road improvements.</p> <p>Consideration should be given to expanding on information/documentation with respect to which regional TMP recommended improvements more specifically were accounted under the Base Case and respective scenarios analyzed. (Perhaps information captured in other EA Study technical materials or documentation?)</p>  |      | <p>The base case scenario (including all the assumptions such as proposed improvements per the Region’s TMP) will be documented in the final traffic report.</p>  |
| Transportation - Technical<br>Capacity Analysis Results      | <p>Transportation System Technical Memo #1 and Technical Memorandum #2 MAY 2017</p> <p>Exhibit 2.26: Comparison of Screenline V/C Ratios</p> | <p>The impact of the Langstaff missing link connection on adjacent E-W and N-S roadways is not pronounced. The N-S screenline V/C ratio at CN Rail Yard changes from 1.15 to 1.01 with the connection of the missing link and the link V/C ratio on the Langstaff overpass becomes 1.0. The introduction of the new Langstaff missing link connection should divert substantial traffic from adjacent congested road network and there should be substantial changes in the N-S and E-W screenline V/C ratio compare to base case (scenario 1). The analysis shows the Langstaff overpass will be at capacity (V/C = 1.0) with small changes of V/C ratio on adjacent roads.</p> |      | <p>The screenline analysis was conducted using a high-level travel demand model outputs, which is a strategic model assigning traffic on the transportation network, distributing traffic evenly on all corridors. Therefore, with the connection of Langstaff Road over the CN Yard and additional capacity on Langstaff Road, traffic from parallel corridors are reassigned on Langstaff Road hence the V/C ratio for Langstaff Road connection across CN yard is near capacity with only small changes on adjacent roads.</p> |
| Transportation - Technical<br>Forecasted Link Traffic Volume | <p>Transportation System Technical Memo #1</p>   | <p>It was forecasted that there will be 2,294 WB and 1,598 EB vehicles on Langstaff overpass during AM Peak (Scenario-3). By comparing to base case (scenario -1), it is estimated that a total of 710 WB and 606 EB traffic will be diverted to Langstaff Road</p>  |      | <p>As noted above, the screenline analysis was conducted using a high-level travel demand model outputs to assess the needs and justification for the Langstaff Road improvements. The detailed microsimulation analysis for the future condition will</p>  |

LANGSTAFF ROAD MUNICIPAL CLASS EA FROM WESTON ROAD TO HIGHWAY 7

PROJECT TEAM RESPONSE TO CITY OF VAUGHAN COMMENTS

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|            | <p>and Technical<br/>Memorandum #2 MAY<br/>2017</p> <p>Exhibit 2.27:<br/>Comparison of<br/>Screenline Volumes</p> | <p>from Hwy 7 and Rutherford Road. It is not clear where the additional 1,584 (2294-710) WB and 992 (1598-606) EB traffic on Langstaff overpass will come from and how this additional traffic will impact on the adjacent roadways in addition to the existing traffic. The link volume output from the travel demand forecasting model and select link analysis can be used to explain the changes in travel pattern.</p> |      | <p>identify the intersection improvement requirements with the study area. The traffic diversion from adjacent roads will be accounted in the micro-simulation analysis.</p> |



## Dabagh, Nadia

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**From:** Marta Roias <Marta.Roias@vaughan.ca>  
**Sent:** November 29, 2021 3:07 PM  
**To:** Dabagh, Nadia  
**Cc:** Hubjer, Selma; Hilda Esedebe; Christopher Tam; Gino Martino; Kowpak, Dorothy; Michael Habib; Martin Tavares; Fausto Filipetto; Ruth Rendon; Nick Borcescu; Shahrzad Davoudi-Strike; Ben Nagarajah; Kwan, Tim; Wong, Colin; Katherine Jim; George-Hiebert, Rhonda; Vince Musacchio  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan) - Comments November 29 2021  
**Attachments:** Copy of Langstaff Road Draft ESR October 2021 City of Vaughan Comments Nov 29 2021.xlsx; 2020 Vaughan Pedestrian and Bicycle Master Plan - write up for Langstaff EA.docx

Nadia and Langstaff Road EA project team,

Further to below- (and with apologies on versions) please discard previous log and replace with attached Copy of Langstaff Road Draft ESR October 2021 City of Vaughan Comments Nov 29 2021.xlsx capturing additional comment highlighted as follows :

- With respect to the implementation strategy and now that the ESR is completed, the Active Transportation (AT) facility improvements from Dufferin Street to Highway 7 should be included as part of the Langstaff Road (Keele to Dufferin) acceleration project scheduled for 2026. Vaughan residents continuously inquire about upcoming AT connections between employment areas and transit. The segment from Dufferin Street to Highway 7 would bring pedestrians and cyclists closer to the BRT station at Highway 7 and Bathurst Street and associated active transportation facilities.

Let us know if you have any questions or require clarification.

With Thanks,  
Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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



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**From:** Marta Roias  
**Sent:** Monday, November 29, 2021 9:03 AM  
**To:** Dabagh, Nadia <Nadia.Dabagh@wsp.com>  
**Cc:** Selma Hubjer <Selma.Hubjer@vaughan.ca>; Hilda Esedebe <Hilda.Esedebe@vaughan.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>; Gino Martino <Gino.Martino@vaughan.ca>; Dorothy Kowpak <Dorothy.Kowpak@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Martin Tavares

<Martin.Tavares@vaughan.ca>; Fausto Filipetto <Fausto.Filipetto@vaughan.ca>; Ruth Rendon <Ruth.Rendon@vaughan.ca>; Nick Borcescu <Nick.Borcescu@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Ben Nagarajah <Ben.Nagarajah@vaughan.ca>; Kwan, Tim <tim.kwan@york.ca>; Wong, Colin <Colin.Wong@york.ca>; Katherine Jim <Katherine.Jim@cima.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Vince Musacchio <Vince.Musacchio@vaughan.ca>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan) - Comments

Nadia and Langstaff Road EA project team,

Further to below- please discard previous log and replace with attached Copy of Langstaff Road Draft ESR October 2021 City of Vaughan Comments Nov 26 2021v2.xlsx.

Let us know if you have any questions or require clarification.

With Thanks  
Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Marta Roias  
**Sent:** Friday, November 26, 2021 5:24 PM  
**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Cc:** Selma Hubjer <[Selma.Hubjer@vaughan.ca](mailto:Selma.Hubjer@vaughan.ca)>; Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Fausto Filipetto <[Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca)>; Ruth Rendon <[Ruth.Rendon@vaughan.ca](mailto:Ruth.Rendon@vaughan.ca)>; Nick Borcescu <[Nick.Borcescu@vaughan.ca](mailto:Nick.Borcescu@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>; Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Vince Musacchio <[Vince.Musacchio@vaughan.ca](mailto:Vince.Musacchio@vaughan.ca)>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan) - Comments

Nadia and Langstaff Road EA project team,

Thank you for providing the City with the opportunity to review the Draft Environmental Study Report. Attached you will find the City of Vaughan staff comments logged in Langstaff Road Draft ESR October 2021 City of Vaughan Comments Nov 26 2021.xlsx. Please note we have endeavored to meet the Langstaff Road EA project team's timeline and there may be some overlap and duplication in reviewer comments. The following comments are highlighted.

- City of Vaughan planning context and relevant studies content is to be updated to include:
  - the 2020 Vaughan Pedestrian and Bicycle Master Plan - 2020 Vaughan Pedestrian and Bicycle Master Plan – write up for Langstaff EA.docx is attached in association with the comment

- expanded content on the Vaughan Mills Centre Secondary Plan, as partially within the Langstaff Road EA study area, and the Bass Pro Mills Drive Extension EA underway
- Traceable and clear documentation around the future study/future corridor study identified and commitments to future work on the Langstaff Road Highway 400 interchange improvements, has not been presented in the ESR as currently drafted. Comments with respect to expanding and clarifying content as well as addressing questions are included for related sections.

Let us know if you have any questions or require clarification.

On behalf of City of Vaughan staff – thank you for the opportunity to comment.

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
905-832-8585, ext. 8026 | [marta.roias@vaughan.ca](mailto:marta.roias@vaughan.ca)

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**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Sent:** Wednesday, November 24, 2021 4:09 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Fausto Filipetto <[Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** [External] RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan)

Hi Marta,

Further to my voicemail, please do let me know if you or any City of Vaughan staff have any questions regarding the Langstaff Road EA draft ESR and associated appendices. We kindly request comments by Friday, November 26, 2021.

Much appreciated,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

T+ 1 289-835-2519

---

**From:** Dabagh, Nadia

**Sent:** November 19, 2021 8:22 AM

**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Cc:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; [Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca); [Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca); Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; [Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca); Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; [Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca); Davoudi-Strike, Shahrzad <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; [Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca); Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan)

Hi Marta,

Please allow me to provide a kind reminder that the deadline for comments is next Friday, November 26<sup>th</sup>. This will provide us sufficient time to review and incorporate comments and file the ESR before the holidays.

Please feel free to contact me if there are any questions or concerns.

Thanks,

Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>

**Sent:** November 2, 2021 11:11 PM

**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>; Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Cc:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; [Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca); [Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca); Kowpak, Dorothy <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; [Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca); Habib, Michael <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; [Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca); Davoudi-Strike, Shahrzad <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; [Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review (Vaughan)

Hi Marta,

I hope you are well and enjoyed a wonderful Halloween weekend!

The Region has committed to filing the Langstaff ESR before the end of the year. An extension to December 08, 2021 will not allow the project team sufficient time to finalize the ESR and file before the Christmas break.

Based on inputs received from the other stakeholders, a **deadline of November 26<sup>th</sup>, 2021** will provide stakeholders adequate time to comment. This also permits the project team to incorporate changes to the ESR before Christmas. I hope you understand the tight timelines we are under to accomplish filing this challenging EA, and would like to thank Vaughan's collaboration throughout the entire study.

I have also attached a Comment Log table to provide better QA/QC in tracking comments. Please use this table to assist with consolidating Vaughan's comments.

Please feel free to contact me if there are any questions.

Thanks,  
Tim

**Tim Kwan**, P.Eng., PMP | Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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---

**From:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>

**Sent:** November 1, 2021 3:03 PM

**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Tam, Christopher <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Fausto Filipetto <[Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** FW: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

**EXTERNAL EMAIL**

Nadia,

Thank you for providing the City with an opportunity to review and comment on the draft ESR as well as minutes from previous meeting and response table. With respect to timeline for City's consolidated comments - we respectfully request an extension to December 8, 2021.

We will reach out to the Langstaff Road EA project team with any questions on the draft ESR.

With Thanks and looking forward...

Marta

**Marta Roias, RPP**  
**Transportation Project Manager**  
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**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Sent:** Friday, October 29, 2021 4:00 PM  
**To:** Marta Roias <[Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)>  
**Cc:** Hilda Esedebe <[Hilda.Esedebe@vaughan.ca](mailto:Hilda.Esedebe@vaughan.ca)>; Christopher Tam <[Christopher.Tam@vaughan.ca](mailto:Christopher.Tam@vaughan.ca)>; Gino Martino <[Gino.Martino@vaughan.ca](mailto:Gino.Martino@vaughan.ca)>; Dorothy Kowpak <[Dorothy.Kowpak@vaughan.ca](mailto:Dorothy.Kowpak@vaughan.ca)>; Martin Tavares <[Martin.Tavares@vaughan.ca](mailto:Martin.Tavares@vaughan.ca)>; Michael Habib <[Michael.Habib@vaughan.ca](mailto:Michael.Habib@vaughan.ca)>; Armine Hassakourians <[Armine.Hassakourians@vaughan.ca](mailto:Armine.Hassakourians@vaughan.ca)>; Shahrzad Davoudi-Strike <[Shahrzad.Davoudi-Strike@vaughan.ca](mailto:Shahrzad.Davoudi-Strike@vaughan.ca)>; Ben Nagarajah <[Ben.Nagarajah@vaughan.ca](mailto:Ben.Nagarajah@vaughan.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** [External] Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Marta,

On behalf of the Langstaff Road EA Project Team, we would like to thank City of Vaughan's continued participation and support on the study. Please find the Langstaff Road EA draft ESR for your review and comment in the folder here: [Langstaff Road EA - Draft ESR for Agency Review](#). We kindly request the City to provide consolidated comments to the Project Team by **Friday, November 19, 2021**.

Please note Appendices A, B, and D will be added to the same folder early next week.

In addition, please find attached the minutes from Meeting #3 on July 15, 2021 and the associated comment-response table in response to City's comments in the July 15, 2021 email.

Please let us know if you have any concerns meeting this review timeline or any questions related to the draft ESR.

Kind Regards,  
Nadia



**Nadia Dabagh, B.Sc.**  
Environmental Planner  
*She / Her*

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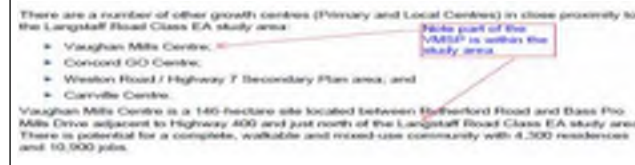
-LAEmHhHzdJzBITWfa4Hqs7pbKl

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LANGSTAFF ROAD FROM WESTON ROAD TO HIGHWAY 7 MCEA STUDY  
 York Region  
 AGENCY REVIEW OF DRAFT ENVIRONMENTAL STUDY REPORT (ESR)

Created: Nov 02, 2021

| Item No. | Reviewer Name | Reviewer Org/Office | Chapter / Section Number | Page Number | Comment   | Project Team Response | Status |
|----------|---------------|---------------------|--------------------------|-------------|---|-----------------------|--------|
| 1        | Marta Roias   | City of Vaughan     | 2.3.4                    | 46          | The Consultation Overview -is not consistent in the level of detail and meeting summary structure (i.e.: some structured in table form) amongst the technical agencies.<br><br>Delete sentence - The City of Vaughan is in general agreement with proposed improvements on Langstaff Road.  |                       |        |
| 2        | Marta Roias   | City of Vaughan     | 3.3 - new section        | 85          | City of Vaughan Planning Polices and Related Studies section - is to include a new section following on the Pedestrian and Bicycle Master Plan 2020 -suggested sequencing following section 3.3.2 City of Vaughan TMP Clarify that part of Vaughan Mills Secondary Plan area is within the study area.<br>As the VMC SP is partially within the study area a header should be include - content on the VMC SP and street network should be included. Current and relevant study context includes the ongoing Bass Pro Mills EA extension - is to be included.   |                       |        |
| 3        | Marta Roias   | City of Vaughan     | 3.3.1                    | 80          | There are a number of other growth centres (Primary and Local Centres) in close proximity to the Langstaff Road Class EA study area:<br><ul style="list-style-type: none"> <li>➤ Vaughan Mills Centre;</li> <li>➤ Concord GO Centre;</li> <li>➤ Weston Road / Highway 7 Secondary Plan area; and</li> <li>➤ Carrville Centre.</li> </ul> Vaughan Mills Centre is a 140-hectare site located between Sheppard Road and Bass Pro Mills Drive adjacent to Highway 400 and just north of the Langstaff Road Class EA study area. There is potential for a complete, walkable and mixed-use community with 4,500 residences and 10,000 jobs.<br> |                       |        |
| 4        | Marta Roias   | City of Vaughan     | 3.3.1                    | 80          | The Weston Road / Highway 7 Secondary Plan area is one of the primary centres and is currently undergoing the planning process for its Secondary Plan and Transportation Master Plan in developing a vision for an urban mixed-used community in the next 20-30 years and beyond.   |                       |        |
| 5        | Marta Roias   | City of Vaughan     | 3.3.4                    | 89          | Highway 400 / Langstaff Road Interchange - this section should include comparable level of detail as Langstaff Road Extension - Study Conclusions   |                       |        |
| 6        | Marta Roias   | City of Vaughan     | 3.4.1                    | 91          | This section should be expanded to clarify current MTO planning context and status relevant to the study area. Is HOV lanes through this section of the 400 this section part of MTO plan? The section indicates there is no timeframes but are there any plans?  |                       |        |
| 7        | Marta Roias   | City of Vaughan     | 6.1.3                    | 168         | This section titled Planned Urban Intensification is to include content on the Vaughan Mills Secondary Plan area. Sentence change- In addition to the VMC, the City of Vaughan Official Plan also identifies the Weston 7 Secondary Plan area defines the former Vaughan Corporate Centre area into lands west of Highway 400 and east of Weston Road as a Primary Centre   |                       |        |
| 8        | Marta Roias   | City of Vaughan     | 8.6                      | 252         | It is unclear where and how documentation on Preliminary Design Concepts that were considered can be traced? The second paragraph references a proposed interchange concept - it is not clear what this is referring to? Are there any findings, conclusions or recommendations, including but not limited to corridor protection - that should be carried forward to future study - noting that the ESR is clear and confirms the Langstaff Road EA interchange improvements   |                       |        |
| 9        | Marta Roias   | City of Vaughan     | 8.7                      | 253         | Related to comment above and requiring clarification with respect Hwy 400 interchange improvements the section references a future corridor study. Are there any findings, conclusions or recommendations, including but not limited to corridor protection area that to be carried forward, informing etc.. the future corridor study.   |                       |        |
| 10       | Marta Roias   | City of Vaughan     | 9.2                      | 308         | A sub section is to be added that outlines Other Proposed Langstaff Road Improvements. What other proposed / remaining improvements of assuming to be Project features as described in Section 9 are other proposed? or remaining? Recognizing Capital Plans prioritize and the project is subject funding, beyond it just identifying long term are there are any considerations around phasing for these Other proposed/remaining improvements. If these other/remaining improvement are in reference to key features/ structures - CN Rail Yard Crossing, Barrie Line GO Rail and Bowes Bridge, in addition to the widening to 6 lanes, it should be clear.  |                       |        |



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|----|----------------|---|---------|---------|---|
| 11 | Marta Roias    | City of Vaughan                         | 9.2.1.3 | 311     | As presented, this section raises question and clarify as to whether as part of the Dufferin to Keele Capital acceleration project, the Bowes Bridge will be constructed to accommodate the Preferred Design Plan - for 6 lanes.  |
| 12 | Marta Roias    | City of Vaughan                         | 10      | 312     | This section is include commitments to future work - for future study of Langstaff Highway 400 improvements   |
| 13 | Dorothy Kowpak | City of Vaughan - Active Transportation | General | various | Where the Region references the 2008 York Region Pedestrian and Cycling Master Plan, consider also referencing the 2016 York Region TMP which included an update to the 2008 PCMP recommendations through the 'Background Report D - Pedestrian and Cycling Plan Development Report' that ultimately led to the 'Proposed 2041 Cycling Network' (Map 9 in the TMP) referenced in the ESR. For example in Table 2-6: Open House 2 Responses, Section 3.2.1.2, 3.2.1.3, 9.1.5., etc.  |
| 14 | Dorothy Kowpak | City of Vaughan - Active Transportation | General | various | The ESR references developing a "road cross-section". Consider removing "road" and revising to "cross-section" as the ESR developed a cross-section to establish future right-of way requirements to accommodate both road AND boulevard requirements.  |
| 15 | Dorothy Kowpak | City of Vaughan - Active Transportation | General | various | Consider revising the ESR terminology to "managing" congestions rather than "reducing" congestion as with the proposed employment and population increases in and abutting the study area there will be increased demand.   |
| 16 | Dorothy Kowpak | City of Vaughan - Active Transportation | General | various | Cycling facility should be a minimum of 1.8m as per York Region Pedestrian and Cycling Design Guidelines as per previous comments made by the City of Vaughan. As well as the recommendations of the City of Vaughan Pedestrian and Bicycle Master Plan.  |
| 17 | Dorothy Kowpak | City of Vaughan - Active Transportation | 2.3.4   | 2-13    | Similar to the consultation summaries for other agencies, the City of Vaughan consultation summary should include specific points of discussion that were most important to the City such as the City's concerns around the integration of the Langstaff interchange with the Bass Pro interchange, concerns with the buffer width between the roadway and the cycle track (given that Langstaff is identified as a Primary Arterial Goods Movement Corridor), as well as integration of the proposed Langstaff Road improvements west of Weston road (transitioning from 6 lanes to 4 lanes and connecting to AT facilities), etc.   |
| 18 | Dorothy Kowpak | City of Vaughan - Active Transportation | 3.2     | 3-26    | Consider including York Region Designing Great Streets in Section 3.2 York Region Planning Polices and Related studies given that it is referenced in consultation materials.   |
| 19 | Dorothy Kowpak | City of Vaughan - Active Transportation | 3.3     | 3-33    | Add City of Vaughan 2020 Pedestrian and Bicycle Master Plan to Section 3.3 City of Vaughan Planning Polices and Related Studies, after 3.3.2. City of Vaughan Transportation Master Plan. Suggested text attached in word document.   |
| 20 | Dorothy Kowpak | City of Vaughan - Active Transportation | 3.5     | 3-42    | In section 3.5 include a summary of the planning and policies related to Active Transportation given the inclusion of sidewalks and cycle tracks is a key component of the proposed cross-section.  |
| 21 | Dorothy Kowpak | City of Vaughan - Active Transportation | 5.1     | 5-1     | Under bullet point 5, it should note that the lack of connectivity at the CN MacMillan Rail Yard also completely limits active transportation connectivity between the west to the east, requiring those walking or cycling to travel an additional 5 kms out of their way to connect between Creditstone and Langstaff and Keele Street and Langstaff. Also, the Bartley Smith Greenway and Vaughan Super Trail traverse Langstaff east of Keele Street. The CN MacMillan Rail Yard severely limits access to this local and regional amenity from the west.   |
| 22 | Dorothy Kowpak | City of Vaughan - Active Transportation | 5.1     | 5-1     | Under bullet point 6, it should also be noted that the York Region TMP endorsed in 2016 recommends designated cycling facilities for Langstaff as well as for all the other Regional arterial roads within the extended study area as per Map 9 in the 2016 TMP.  |
| 23 | Dorothy Kowpak | City of Vaughan - Active Transportation | 5.1     | 5-1     | In Summary of problems and opportunities it should be noted that the high number of commercial vehicles in the study area necessitate the need to provide separated pedestrian and cycling facilities.  |
| 24 | Dorothy Kowpak | City of Vaughan - Active Transportation | 6.1.1.1 | 6-3     | Add the Bartley Smith Greenway and Vaughan Super Trail along the West Don River, into the list of major community features as illustrated on Exhibit 6-1. Include provisions for providing a connection at Bowes Bridge.  |
| 25 | Dorothy Kowpak | City of Vaughan - Active Transportation | 6.1.3   | 6-4     | The discussion around the Planned Urban intensification should at minimum also reference and discuss the Vaughan Mills Centre and Concord intensification areas as the outcomes of the Langstaff Road EA will significantly impact these areas. And potentially Weston/7 and Carrville Centre.  |
| 26 | Dorothy Kowpak | City of Vaughan - Active Transportation | 7.2     | 7-5     | Table 7-2 include the social and community benefits of active transportation, many of our residents accessing these employment areas are doing so via transit and active transportation.  |
| 27 | Dorothy Kowpak | City of Vaughan - Active Transportation | 7.3     | 7-8     | Under intersection improvements, the ESR should acknowledge the need to include pedestrian and cycling improvements such as AODA, reduced curb radii, pavement markings including cross-rides and signal heads etc.   |
| 28 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8       | 8-1     | Section 8 references developing a "road cross-section". Consider removing "road" and revising to "cross-section" as the ESR developed a cross-section to establish future right-of way requirements to accommodate both road AND boulevard requirements.  |
| 29 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.2     | 8-3     | Section 8.2 states that the multi-use path will be continuous over the CN MacMillan Rail Yard crossing as well as the Metrolinx Go Transit Barrie Line grade separation". This is further reflected in Appendix A The Preferred Design Plan. The separated cycle track and sidewalk should continue over the CN Rail and include a barrier between the AT facilities and the roadway. As a secondary option, a 4.0m MUP should be provided. The vehicular lane widths increase on the structure and so should the space being provided for those walking and cycling. Providing a 3.0m MUP over the structure is not supported. Insufficient lateral clearance is being provided between the proposed 3.0m MUP and the parapet wall and concrete barrier. This is consistent with the approach that has been undertaken for other design assignments with structures. |
| 30 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.2     | 8-3     | Geometric design requirements should reference the Region's Pedestrian and Cycling design guidelines and OTM Book 18: Cycling facilities.   |

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|----|----------------|---|-------|------------|--|--|--|
| 31 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.2   | 8-5        | In reference to Exhibit 8-2/8-3 etc. and Appendix A The Preferred Design Plan - Cycling facility should be a minimum of 1.8m as per York Region Pedestrian and Cycling Design Guidelines as per previous comments made by the City of Vaughan. As well as the recommendations of the City of Vaughan Pedestrian and Bicycle Master Plan.<br><br>Given the Primary Arterial Goods Movement Corridor classification and anticipated large vehicle volumes on Langstaff it is recommended that the cycle track be placed adjacent to the sidewalk similar to the recently completed Dufferin Street EA and work being completed on Rutherford Road. As a second alternative, it is recommended that the proposed buffer be increased. Currently the cross-section shows the 0.5m curb and gutter as part of the 1.00m edge zone adjacent to the cycle track leaving only a 0.5m buffer that is actually being provided from the road. This buffer should be a minimum of 1.0m from edge of curb. This concern was previously made by the City as part of our January 15, 2019 comments and July 15, 2021 comments documented in Appendix C. |  |  |
| 32 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.6   | 8-28       | It should be noted that the AT facilities within the vicinity of the Langstaff Road/Highway 400 Interchange Improvements will be reviewed as part of the future interchange study.   |  |  |
| 33 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-31       | "Sidewalk and cycle track on the south side, separated by planting zone, and main existing sidewalk on northside side" should not be considered an alternative as this alternative does not provide facilities for cyclists to travel in both directions. This option only provides a dedicated facility for travel eastbound/southbound and requires cyclists to travel on-road with motorists going northbound/westbound.  |  |  |
| 34 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-33       | If option 2 is to be maintained for consideration then please re-evaluate all factors and criteria in Table 8-3 with consideration that no facility is being provided on the north/east side and therefore, this option is not consistent with planning policies of York Region or City of Vaughan as it does not provide a dedicated facility for travel northbound/westbound cyclists requiring them to travel on a road designated as an arterial goods movement corridor. In addition, this option only offers separation between cars and cyclists on one side and conflicts are only partially minimized between turning motorists and cyclists. This option is not consistent with other existing or planned AT facilities, etc.  |  |  |
| 35 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-31       | Section 8.9.1 states that the "The preferred alternative includes sidewalk and cycle track on the south side only, separated by a tree planting zone, while maintaining the existing sidewalk on the northside side". Appendix A shows that the preferred alternative includes sidewalk and cycle track on both sides. Please update Section 8.9.1 to reflect what is shown on the Preferred Design Plan. It is not standard practice to provide a one way facility on one side of the road and therefore the alternative with a sidewalk and cycle track on the south side only while maintaining the existing sidewalk and no cycle track on the north side is not supported by the City.  |  |  |
| 36 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-32       | Exhibit 8-11 is not consistent with the preferred design plan shown in Appendix A. Update Exhibit 8-11 to show sidewalk and cycle track on both sides of the road.   |  |  |
| 37 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-33       | Table 8-3 for "connection to existing and planned AT Facilities" - Please confirm but I believe that separated pedestrian and cycling facilities, side by side are proposed on both sides of Dufferin Street as part of the recently completed Dufferin Street Class EA study between Langstaff Road and Teston Road. Please revise if this is the case. Also, there are a number of other planned facilities by the City of Vaughan and York Region as per both Pedestrian and Cycling Master Plans that will intersect Langstaff such as Weston Road, Edgeley Blvd, Millway Ave, Jane Street, Creditstone Road, Keele Street, Staffern/North Rivermede etc. with some of the proposed AT improvements already programmed.  |  |  |
| 38 | Dorothy Kowpak | City of Vaughan - Active Transportation | 8.9.1 | 8-35       | The green circle labeled as "good" in the legend is not used in the evaluation. Consider removing to avoid confusion.  |  |  |
| 39 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1   | 9-1        | Revise bullet 2 to reflect any updates to the preferred AT facilities east of Dufferin Street. Under Intersection improvements list improvement for pedestrians and cyclists such as cross-rides, reduced curb radii, signal heads, etc.   |  |  |
| 40 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.11  | 9-2        | Design Criteria states that a 1.0m separation is being provided, however, the edge zone includes the curb and gutter, leaving a 0.5m buffer. It is highly recommended that this buffer be increased to 1.0 m from curb.  |  |  |
| 41 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.4 | 9-6<br>9-7 | In reference to Exhibit 9-1 and page 9-7 - Cycling facility should be a minimum of 1.8m as per York Region Pedestrian and Cycling Design Guidelines as per previous comments made by the City of Vaughan. As well as the recommendations of the City of Vaughan Pedestrian and Bicycle Master Plan.<br><br>Given the Primary Arterial Goods Movement Corridor classification and anticipated large vehicle volumes on Langstaff it is recommended that the cycle track be placed adjacent to the sidewalk similar to the recently completed Dufferin Street EA and work being completed on Rutherford Road. As a second alternative, it is recommended that the proposed buffer be increased. Currently the cross-section shows the 0.5m curb and gutter as part of the 1.00m edge zone adjacent to the cycle track leaving only a 0.5m buffer that is actually being provided from the road. This concern was previously made by the City as part of our January 15, 2019 comments and July 15, 2021 comments documented in Appendix C.   |  |  |
| 42 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.4 | 9-7        | In reference to Exhibit 9-2 and associated text - Sidewalk and Cycle track should continue over the CN MacMillan Rail yard structure.<br><br>Insufficient lateral clearance is being provided between the proposed 3.0m MUP and the parapet wall and concrete barrier.   |  |  |
| 43 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.4 | 9-7        | Exhibit 9-3 - refer to previous comments regarding proposed typical cross-section from Dufferin Street to Highway 7  |  |  |
| 44 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.5 | 9-8        | The AT facilities on Langstaff Road should be based on the 2016 TMP (an update for the 2008 PCMP) and map referenced in other sections is from TMP not from PCMP and Designing Great Streets   |  |  |

|    |                |   |                               |                           |  |  |  |
|----|----------------|---|-------------------------------|---------------------------|--|--|--|
| 45 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.5                         | 9-9                       | In the Active Transportation section, the ESR should acknowledge that though the project limits extend from Highway 7 to Weston Road, the detailed design should provide for and incorporate AT facilities as part of transition from 6 lanes to 4 lanes and that from a broader network perspective would proactively address and provide connectivity to the existing MUP on Islington Avenue and future AT improvements planned along Islington Avenue south of Langstaff to support the build out of the Vaughan Super Trail.<br><br>Note that the YRTMP 2016 identifies a separated facility for Langstaff Road from Jane Street to Weston Road in the Proposed Ten Year Cycling Network.   |  |  |
| 46 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.7.1<br>9.1.7.2<br>9.1.7.3 | 9-11<br>9-15<br>9-18/9-19 | The separated sidewalk and cycle track should be continued through the proposed MacMillan structure. If the ESR moves forward with a preferred alternative of providing multi-use pathways, they should each be a minimum of 4.00 m in order to provide appropriate lateral clearance from vertical obstructions.  |  |  |
| 47 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.1.14                        | 9-39/9-43                 | Preliminary Cost Estimates should be updated to reflect updates to the text as it relates to Active Transportation   |  |  |
| 48 | Dorothy Kowpak | City of Vaughan - Active Transportation | 9.2.1.2                       | 9-49/9-50                 | The City is supportive of implementing the cycle track adjacent to the sidewalk for the Langstaff Road Interim 4-lane Typical Cross-section. This configuration should be maintained for the ultimate scenario as well with improvements in the boulevard space to include the additional road widening and streetscaping. Cycle track should be 1.8m.   |  |  |
| 49 | Dorothy Kowpak | City of Vaughan - Active Transportation | 10.1.3                        | 10-3/10-4                 | This section should include discussion around AT facilities between Dufferin Street and Highway 7. Remove sidewalk and cycle track width references as it states that the detailed design will consider the most current design guidelines. This section should also include consideration for cross-street planned and existing facilities at intersections and intersection will be constructed with the objective of improving conditions for pedestrians and cyclists including provisions for cross-rides, reduced curb radii, etc.   |  |  |
| 50 | Dorothy Kowpak | City of Vaughan - Active Transportation | Appendix A                    |                           | Given the Primary Arterial Goods Movement Corridor classification and anticipated large vehicle volumes on Langstaff it is recommended that the cycle track be placed adjacent to the sidewalk similar to the recently completed Dufferin Street EA and work being completed on Rutherford Road. As a second alternative, it is recommended that the proposed buffer be increased. Currently the cross-section shows the 0.5m curb and gutter as part of the 1.00m edge zone adjacent to the cycle track leaving only a 0.5m buffer that is actually being provided from the road. This buffer should be a minimum of 1.0m from edge of curb. This concern was previously made by the City as part of our January 15, 2019 comments and July 15, 2021 comments documented in Appendix C. |  |  |
| 51 | Dorothy Kowpak | City of Vaughan - Active Transportation | Appendix A                    |                           | Cycling facility should be a minimum of 1.8m as per York Region Pedestrian and Cycling Design Guidelines as per previous comments made by the City of Vaughan. As well as the recommendations of the City of Vaughan Pedestrian and Bicycle Master Plan.   |  |  |
| 52 | Dorothy Kowpak | City of Vaughan - Active Transportation | Appendix A                    |                           | In some locations the cycle track crossing is shown adjacent to the sidewalk at driveways and in other locations it is shown adjacent to the curb. It is recommended that at driveways the sidewalk and cycle track crossing are located side by side.   |  |  |
| 53 | Dorothy Kowpak | City of Vaughan - Active Transportation | Appendix A                    |                           | It should be noted that integration with planned and existing AT facilities on cross-streets will be considered through detailed design.   |  |  |
| 54 | Ruth Rendon    | City of Vaughan                         | 3.3                           | 3.27                      | The report references Green Directions - City's Sustainability Master Plan. Green Direction's Vaughan 2019 was endorsed by Council in 2019 as an update report. Suggest the pertinent action plans relevant to this project be identified in this section. See link for copy of the updated GDV.<br><a href="https://www.vaughan.ca/cityhall/environmental_sustainability/GreenDirections/Pages/Our-Green-Direction.aspx">https://www.vaughan.ca/cityhall/environmental_sustainability/GreenDirections/Pages/Our-Green-Direction.aspx</a>  |  |  |
| 55 | Ruth Rendon    | City of Vaughan                         | 3.3                           | 3.29                      | Update as follows: Core Features of the Natural Heritage Network not System. Update subsequent sections.   |  |  |
| 56 | Ruth Rendon    | City of Vaughan                         | 6.3                           | 6.34                      | Confirm that these trees proposed to be removed do not contain habitat for Species at Risk bats. This is not clear in the subsequent analysis on SAR.  |  |  |
| 57 | Ruth Rendon    | City of Vaughan                         | 10.1.4                        | 10.4                      | Suggest including the migratory bird nesting season of March 31 to August 31 included in all sections that reference MBCA.   |  |  |
| 58 | Ruth Rendon    | City of Vaughan                         | 10.1.7                        | 10.1                      | In the review of other ESR, I have seen climate change mitigation measures added to the ESR not deferred to detailed design. Suggest mitigation measures be identified and added as per MECP requirements.   |  |  |
| 59 | Ruth Rendon    | City of Vaughan                         | 10.4                          | 10.14                     | Environmental Planning staff defers to Toronto and Region Conservation Authority to review and approve hazards regulated by Ontario Regulation 166/06.   |  |  |
| 60 | Ruth Rendon    | City of Vaughan                         | 10.4.2                        | 10.22                     | Migratory Bird Protection - add date   |  |  |
| 61 | Ruth Rendon    | City of Vaughan                         | 10.4.2.1                      | 10.22                     | Environmental Planning defer to Urban Forestry to review this section. Please note City has Tree Protection Protocol to provide guidance on tree protection matters.   |  |  |
| 62 | Ruth Rendon    | City of Vaughan                         | 10.9                          | 10.43                     | Indigenous Community Engagement - similar wording should also be included in archaeological assessment section above 6.2.  |  |  |
| 63 | Ruth Rendon    | City of Vaughan                         | Need 10.12                    |                           | Suggest adding section 10.12 Commitment Summary - this section is missing, typically a summary table summarizing all the commitments that need to be moved forward through the different stages of construction is included in ESR reports.  |  |  |
| 64 | Ben.Nagarajah  | City of Vaughan                         | 3.2.1.2                       | 3.2                       | As YRTMP vision for the future, new pedestrian linkages need to be considered where it is non-existent or enhance the existing linkages to meet current City of Vaughan Urban Design Guidelines.   |  |  |
| 65 | Ben.Nagarajah  | City of Vaughan                         | 5.2                           | 5.5                       | Problem and Opportunity Statement: should consider public realm improvements as well.  |  |  |
| 66 | Ben.Nagarajah  | City of Vaughan                         | 6.2                           | 6.29                      | Provincially significant plant species need to be protected pending review by TRCA   |  |  |
| 67 | Ben.Nagarajah  | City of Vaughan                         | 6.3                           | 6.34                      | There are 196 trees proposed to be removed. The Urban Design and Forestry staff recommend a detailed Tree removal and protection plan along with the arborist report for all areas be submitted to Urban Design and Forestry department for review. Tree compensation value for the tree loss will be reviewed by the City arborists.  |  |  |
| 68 | Ben.Nagarajah  | City of Vaughan                         | 6.3                           | 6.11 to 6.20              | The areas highlighted in green did not include some other vegetation within the study areas on the maps. Are they categorized differently?   |  |  |
| 69 | Ben.Nagarajah  | City of Vaughan                         | 6.3.6                         | 6.32                      | Timeline for review - did not allow for review of Appendix H   |  |  |

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|----|---------------|-----------------|------------------------|------------|---|--|--|
| 70 | Ben.Nagarajah | City of Vaughan | 8.2                    | 8.3        | The cross sections as included in the report show 1.5m wide sidewalk and 2.0 m wide planting zone. Consideration of additional width for sidewalk to 1.8 width consistent with the YR Pedestrian and Cycling Planning and Design guidelines and additional width for planting zone to min2.5m consistent with YR Designing Great Streets Guidelines should be explored through detailed design.   |  |  |
| 71 | Ben.Nagarajah | City of Vaughan | 8.3                    | 8.7        | Exhibit 8-3 Please refer to comment Re page #8.3  |  |  |
| 72 | Ben.Nagarajah | City of Vaughan | 8.4                    | 8.4.1      | From the pedestrian perspective an elevated pedestrian sidewalk similar to that of Rutherford and MajorMcKenzie Road are good examples to look at. (Exhibit 8.4)  |  |  |
| 73 | Ben.Nagarajah | City of Vaughan | 8.5                    | 8.13       | South alignment seems to be a feasible alignment with respect to optimal connectivity from the vehicular and pedestrian standpoint. Since streetscape solutions are minimal due to lack of softscape opportunities, streetscape solution should incorporate alternate landscape methods to enhance pedestrian experiences such as canopy, wind protection etc. Provide additional information as to how the pedestrian connectivity will be achieved.   |  |  |
| 74 | Ben.Nagarajah | City of Vaughan | 8.5.2                  | 8.19       | Incorporate safe / lit pedestrian linkages with adequate setback from the vehicular zone  |  |  |
| 75 | Ben.Nagarajah | City of Vaughan | 8.9                    | 8.32       | Please refer to comment related to 8.3  |  |  |
| 76 | Ben.Nagarajah | City of Vaughan | Table 8.3              | 8.33       | Options 1, 2 and 4 are acceptable to Urban Design and Option 2 & 4 are preferred with the increased wide of sidewalk and planting zone as recommended.  |  |  |
| 77 | Ben.Nagarajah | City of Vaughan | 9.1                    | 9.1        | Expand on content related to Streetscape solutions Please identify how the Street trees are incorporated in all instances and adequate measures to enhance the growing medium, minimum soil volume to increase sustainability.  |  |  |
| 78 | Ben.Nagarajah | City of Vaughan | 10.1.3                 | 10.3 -10.4 | Concerning Commitments to future work. City of Vaughan Streetscape guidelines as per City wide Urban Design Guidelines should also be referred to along side the York Region Streetscape design objectives. The new design should incorporate existing green infrastructure where feasible and maximize the potential to increase the north south linkage opportunities as well as enhance the pedestrian experience through innovative softscape and hardscape solutions.  |  |  |
| 79 | Michael Habib | City of Vaughan | Need new section 3.3.6 |            | To be consistent an overview of the COV PBMP 2020 should be included mirroring Section of the YR Active Transportation Plan. Could not find a section that discusses the COV Pedestrian and Bicycle Master Plan 2020, updating the 2007 Pedestrian and Bicycle Master Plan likely applicable at the start of this EA. The discussion should include provisions of the Pedestrian and Bicycle Master Plan 2020, specifically identifying and recommending the continued development of the Vaughan Super Trail and associated trail gaps. Please check with IPCAM - Dorothy Kowpak if in agreement.  |  |  |
| 80 | Michael Habib | City of Vaughan | 6.1.1.1                | 6.3        | Add language: Please include the Bartley Smith Greenway as a Community Feature: <b>The Bartley Smith Greenway is a multi-use trail that connects the intersection of Teston Road and Cranston Park Avenue to the intersection of Steeles Avenue West and Dufferin Street along the West Don River. The trail is a combination of forested area and road connections that make up approximately 15 kilometres of recreational trail opportunities. The trail currently uses Planchet Road to connect across Langstaff Road. Opportunities to create an open space connection and close this gap through Bowes Bridge will be considered through development and the Langstaff Road EA</b>  |  |  |
| 81 | Michael Habib | City of Vaughan | 9.1.5                  | 9.9        | Add language under section 9.1.5: It should be noted that a portion of the City of Vaughan Bartley Smith Greenway Trail is located in the proximity of Langstaff Road near Planchet Road. The City is currently undergoing a feasibility study in closing the gap of the Bartley Smith Greenway Trail between McNaughton Road and Rutherford Road. It is expected that the City will be reviewing other gaps along the trail in the future including potential connection or crossing at Langstaff Road. Consideration about planning status of the Bartley Smith Greenway Trail should be included in detailed design and the relevant technical agencies will be consulted at that time. <b>Considerations should include a trail underpass at Bowes Bridge and associated connections to Langstaff Road.</b>   |  |  |
| 82 | Michael Habib | City of Vaughan | 9.1.7.2                | 9.12       | Under section 10.4.3 Wildlife there is an acknowledgement of a potential trail under Bowes Bridge: "In addition, the new Bowes Bridge will be wider and will accommodate a pedestrian trail connection on one side which will provide an improved safer crossing opportunity for wildlife.". Our understanding through previous discussions that a trail a connection beneath the bridge is not precluded as part of ensuring a continuous future trail as part of the Bartley Smith Greenway with considerations from the trail to connect to Langstaff Road Active Transportation. Please add language that the proposed Bowes Bridge (West Don River crossing) replacement does not preclude the planning of a north-south trail connection (Bartley Smith Greenway system). When the City proceeds with the planning and design of the trail extension, it is anticipated there will be further consultation with the Region. |  |  |
| 83 | Michael Habib | City of Vaughan | 9.1.12                 | 9.38       | The exact setback requirements to the soccer fields and any potential reconfiguration of the soccer fields will be subject to discussion and confirmation with the City of Vaughan. <b>Mitigation due to reduced parkland frontage in the form of compensation for encroached or acquired lands may be required in the form of alternative lands to service local needs or acquisition costs as determined in consultation with the City's Real Estate Department.</b>  |  |  |
| 84 | Michael Habib | City of Vaughan | 8.4                    | 8.8        | The evaluation of the two options (over and under pass) is not as detailed as other evaluations done for other elements of the study. Under Social/Economy/Community, would there be an opportunity to discuss the impact of both alternatives on Langstaff Park/Cemetery in terms of access, programming or additional land requirements?  |  |  |
| 85 | Michael Habib | City of Vaughan | 10.1.1                 | 10.2       | <b>Add language:</b> Additional property / permanent easement may be required during detailed design for the purpose of infrastructure (e.g. retaining wall) inspection and maintenance, and <b>temporary construction yards.</b> Impacts to private properties including potential reconfiguration of parking areas will be confirmed during detailed design.  |  |  |
| 86 | Michael Habib | City of Vaughan | 10.1.2                 | 10.3       | <b>Add Language:</b> During construction, access to existing businesses, residential areas, <b>public parks and recreational trails</b> will be maintained. Should any short-term temporary closures be required, necessary notification will be provided in advance of the closure. Emergency access will be maintained at all times.  |  |  |
| 87 | Michael Habib | City of Vaughan | 10.5.2                 | 10.33      | <b>Add Language:</b> The addition of an overbank buffer would also permit passage for terrestrial wildlife and allow for <b>a future trail recreational connection</b> beneath Langstaff Road.  |  |  |



## **2020 City of Vaughan Pedestrian and Bicycle Master Plan**

The 2020 Pedestrian and Bicycle Master Plan provides a strategic plan to support the advancement of active transportation across Vaughan to create a more walkable and bikeable city. With a steady increase in societal and governmental interest, support and understanding of walking and cycling as a viable and healthy mode of transportation over the last 10 years, in 2017 the City initiated an update to their original 2007 plan. Since 2007, demand for safer active transportation infrastructure has grown and there has been significant advancement in strategies, policies, legislation and guidelines for the planning, design, implementation, education, and operation of safer pedestrian and cycling networks.

The plan acknowledges that regional corridors play a critical role in the pedestrian and cycling networks as they represent the most direct routes within the City and are the location of many of the key destinations and amenities. Through the City's study, Langstaff Road was identified as a key priority regional corridor for active transportation. Through the 2020 Pedestrian and Bicycle Master Plan study, the City adopted a framework for selecting cycling facilities for all ages and abilities that provides the standard to which new cycling facilities being implemented are to meet. In general, the proposed sidewalk and cycle track that emerged as the preferred alternative to accommodate pedestrians and cyclists through the Langstaff EA study align with the City's framework for facility selection.