

COMMUNICATIONSDistributed June 10, 2011

	Item No.
C1. Mr. Cam Milani, Rizmi Holdings Limited, 11333 Dufferin Street, P.O. Box 663, Maple, L6A 1S5, dated June 9, 2011.	1

Distributed June 13, 2011

C2. Memorandum from the Commissioner of Engineering and Public Works, dated June 10, 2011.	1
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Please note there may be further Communications.

C Item # PRIORITIES & KEY INITIATIVES COMMITTEE <u>Mon. June 13, 2011</u>
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Subject: Transportation Master Plan - Item 1 Report 5, Priorities and Key Initiatives §

From: Cam Milani [mailto:cammilani@bellnet.ca]

Sent: June-09-11 7:00 PM

To: 'Clerks@vaughan.ca'

Cc: 'maurizio.bevilacqua@vaughan.ca'; 'michael.dibiase@vaughan.ca'; 'Carella, Tony'; 'deb.schulte@vaughan.ca'; 'marilyn.lafraite@vaughan.ca'; 'sandra.racco@vaughan.ca'; 'Shefman, Alan'; 'rosanna.defrancesca@vaughan.ca'; 'Rosati, Gino'; 'Pearce, Andrew'; 'Robinson, Bill'; 'commissionerofplanning@vaughan.ca'; 'John.MacKenzie@vaughan.ca'

Subject: Transportation Master Plan - Item 1 Report 5, Priorities and Key Initiatives \$50 Million Tax Savings

Mr. Abrams,

Please include these as public comments on the item listed.

Dear Members of Council,

I have reviewed the Transportation Master Plan Item referenced in the subject panel of this email. We have also had discussion with the Vaughan Engineering department as well as the Region.

Our concerns are mainly around the opening of Kirby Side Road vs. Teston Rd. We again reiterate our positions of the past where we are in support of the initiative to open Kirby Side road. As the sole landowner surrounding Kirby on the north and south sides, and as a willing neighbour, the EA process to open Kirby would be a smooth one. One point we disagree with in the report however, is the timing of this. According to the action plan in attachment number 3, item 44, staff is recommending an EA be commenced between years 2016-2021. We believe a more appropriate timing for EA to determine Kirby rd should be immediate.

We understand this City TMP has considered background works such as the Region of York's Transportation Master Plan and make a variety of assumptions such as the Region actually completing the works that they have identified under timelines that they have indicated. As a focus on an east west corridor for traffic relief across the entire City, it would make sense that new corridors need to be opened. As such, the Region has identified Teston Rd between Dufferin and Keele to be constructed within the next 10 years. This assumingly would serve to relieve some of the congestion on other east west corridors. Vaughan engineers have said, amongst other things, that if Teston Rd is built by the Region, then Kirby is not likely needed until after 2021 in order to serve the east west traffic needs of Vaughan.

1. By itself, in our opinion, Teston has been given an inappropriate priority over Kirby as an east west corridor. In Attachments 1 and 2, the Region of York has illustrated Gamble (Which is the extension of Kirby into Richmond Hill east of Bathurst St) as a Regional Transit Priority Network and a 6 lane arterial road with HOV Lanes as well as an extension all across to Markham and south. Gamble/Kirby is currently 4 lanes with a center turn lane with construction to 6 lanes in the next 5 years east of Bathurst. Contrast that with Elgin Mills (Which is the extension of Teston Rd into Richmond Hill east of Bathurst) which is currently only 2 lanes with a center turn lane and identified for little improvements as any east west priority.
2. It just does not stand to reason that Kirby/Gamble would be such a priority east west mover of traffic all across the Region east of Bathurst with buses, HOV lanes and 6 lanes of traffic, only to dead end at Bathurst Street in Vaughan. In our opinion, that movement should not be forced south on Bathurst as they move westbound. In our discussions with

6/10/2011

the Region during their master planning process the last few years, they indicated that they could not look at Kirby because it was owned by the City of Vaughan. I had found that statement somewhat incredulous as I pointed out to the Region that they had identified portions of King Vaughan Line as appropriate areas for Regional infrastructure improvement when it is also owned by the City of Vaughan. Regional staff then indicated their political direction was to not look at Kirby at that time. That was last Vaughan Regional Council.

3. In addition to what seems as an illogical traffic management layout, there are the fiscal considerations: According to the Region of York and other background studies, the Teston Road Extension between Dufferin and Keele is estimated to cost **\$55 Million** because of the extensive bridge crossings as well as Keele Valley Landfill considerations. According to our engineers, Kirby's estimated construction costs are between **\$3.7 Million and \$5 Million** depending on variety of factors. These cost estimates would of course be verified through the EA process, however they do serve as a good base to make some political policy directions on master Planning.

Setting aside the planning arguments outlined in paragraphs 1 and 2, which are valid on their own, the fiscal management of tax dollars should be an important consideration of this Council. It seems to us to be a vastly wasteful way to spend infrastructure money on the construction of a \$55 Million dollar extension of Teston Rd including a 200 meter bridge to relieve east west congestion, when perhaps the same alleviation could be done for 1/10th of the cost by opening up Kirby Road instead. That is not to say that Teston is not needed *ever*, but perhaps it is not needed *at this time* considering the financial constraints and the reasonable alternatives such as Kirby Side Rd.

Conclusion:

In our opinion Vaughan should pass a resolution prioritizing the Kirby Rd extension over the Teston Rd extension and request the Region to do the same. **It seems the taxpayers could save upwards of \$50 Million if our priorities are re-examined.**

I am available via email or telephone if you have any questions.

Cam Milani
Rizmi Holdings Limited

11333 Dufferin St.
PO Box 663
Maple, ON L6A 1S5
Phone (905) 417-9591
Cell (647) 321-9591
Fax (905) 417-9034

MAP 11

TRANSIT NETWORK

- Urban Transit Service
- Towns and Villages
- Regional Centre
- Potential Commuter Rail Line
- Existing Commuter Rail Line
- Proposed GO Station
- Existing GO Station
- Railroads
- Regional Rapid Transit Corridors
- Special Study Areas**
- Rural Transit Links
- Subway Extension
- Highway 407 Transit Way
- Regional Transit Priority Network
- Regional Transit Priority Network Proposed
- Highway Bus Service
- Highway Bus Service Proposed
- Railway
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Proposed *
- Conceptual - Alignment Not Defined **

* Huron Avenue / McCowan Road (M5 Rapid Transit Corridor) and Burnham Street / Dufferin Street (M5 Rapid Transit Corridor).

** Highway 404 extension past Ravenshoe and Highway 404 link - route approved
 Highway 427 extension to Major Mackenzie Drive West EA approved

** Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

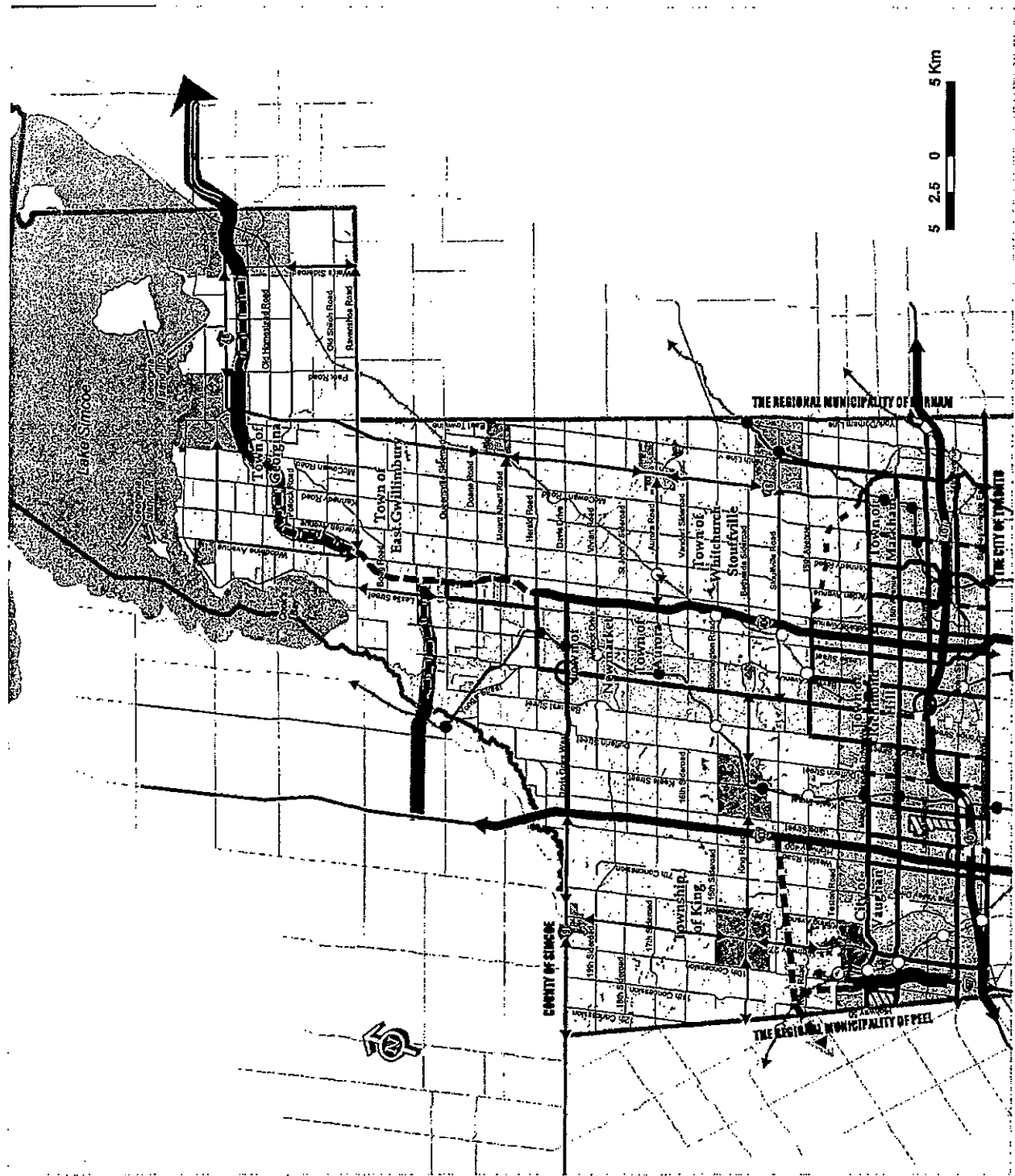
The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.



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Attachment 1



MAP 12 STREET NETWORK

- Provincial Highways**
- Provincial Highway
 - Controlled Access Highways
 - Existing
 - Under Construction
 - Proposed **
 - Conceptual - Alignment Not Defined **
- Regional Planned Basic Street Widths**
- Up to 60 metres
 - Up to 45 metres
 - Up to 43 metres
 - Up to 40 metres
 - Up to 36 metres
 - Variable 30 to 36 metres
 - Up to 30 metres
 - Up to 26 metres
 - Proposed Up to 26 metres
 - Up to 20 metres
 - Proposed Up to 36 metres
 - Proposed Up to 43 metres
- Other Arterial Streets *****
- Planned Basic Street Widths**
- Up to 36 metres
 - Up to 26 metres
 - Up to 30 metres
 - Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 404/416 - route approved
 Highway 427 extension to Major Mackenzie Drive West
 Ex approved

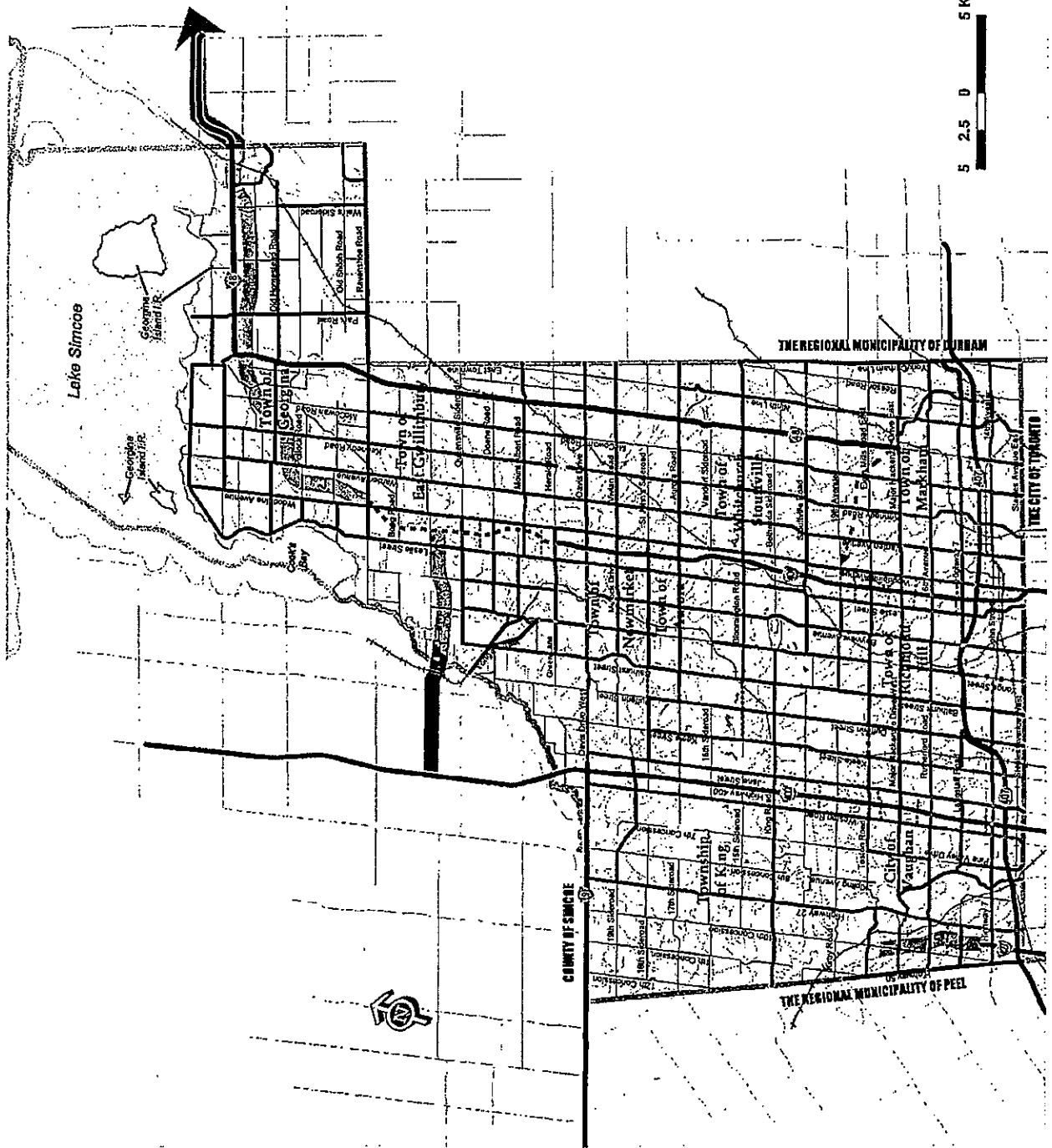
** Conceptual only, Environmental Assessment of the broad study area required to determine alignment.
 *** Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

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 and Peel, County of Simcoe, City of Toronto
 and the Regional Municipality of Halton
 and Oak Region, Niagara Escarpment and White Features

Attachment 2





c <u>2</u>
Item # <u>1</u>
PRIORITIES & KEY INITIATIVES COMMITTEE
<u>June 13, 2011</u>

DATE: June 10th, 2011

TO: Mayor Maurizio Bevilacqua and Members of Council

FROM: Bill Robinson, Commissioner of Engineering and Public Works

RE: **Additional Information**
City Transportation Master Plan Class Environmental Assessment Study
Priorities and Key Initiatives Committee – June 13, 2011
Agenda Item No. 1

Please find enclosed for your reference the following additional information in support of the above noted agenda item and related presentation as scheduled for June 13, 2011.

1. Pedestrian & Bicycle Network: Facility Types
(Colour Map of Attachment No. 1);
2. Future Street Network & Right of Way Requirements – 2031
(Colour Map of Attachment No. 2);
3. Transportation Master Plan Action Plan – Attachment No. 3;
4. Transportation Master Plan - Executive Summary; and
5. Presentation Slides.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bill Robinson', written over a large, stylized circular flourish.

Bill Robinson
Commissioner of Engineering and Public Works
(Extension 8247)

Copy: Clayton Harris, City Manager
Jeffrey A. Abrams, City Clerk
Barbara Cribbett, Commissioner of Finance and Corporate Services
John MacKenzie, Commissioner of Planning
Marlon Kallideen, Commissioner of Community Services
Janice Atwood-Petkovski, Commissioner of Legal and Administrative Services
Andrew Pearce, Director of Development / Transportation Engineering
Diana Birchall, Director of Policy Planning