

PW-C4-1



Regional Clerk's Office
Corporate Services Department

February 18, 2011

Ms. Carol Reid
Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED

FEB 22 2011

REGION OF PEEL
CLERKS DEPT.

A copy of the York Region report is available from the office of the Regional Clerk.

Dear Ms. Reid:

**Re: Western Vaughan
Individual Environmental Assessment Study**

Regional Council, at its meeting held on Thursday, February 17, 2011, adopted the following recommendation of the Transportation Services Committee regarding the report entitled "Western Vaughan, Individual Environmental Assessment Study":

It is recommended that the Regional Clerk circulate this report to the Clerks of the City of Vaughan, City of Brampton, Town of Caledon and the Region of Peel.

A copy of Clause No. 3, Report No. 2 of the Transportation Services Committee is enclosed for your information.

Please contact Paul Jankowski, General Manager, Roads at Ext. 5901 if you have any questions with respect to this matter.

Sincerely,

Denis Kelly
Regional Clerk

/C. Clark
Attachments

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

LEGISLATIVE SERVICES	
COPY TO:	FOR:
Chair	Committee
CAO	
Corporate Services	Council
Public Works	
Employee and Business Services	March 24 2011
Health Services	File
Human Services	

PW-C4-2



February 17, 2011

Mr. Arup Mukherjee, P.Eng.
Senior Project Manager
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Mr. Mukherjee,

Re: Region of Peel Comments on the Draft Environmental Assessment Report for the Western Vaughan Individual Environmental Assessment (IEA)

On behalf of the Region of Peel, I would like to congratulate York Region on the completion of the above-noted study, and thank you for involving our staff closely as the study has progressed. We have circulated the draft report internally amongst several departments and submit the following comments for consideration.

The Region supports the implementation of "Alternative 8 – All Improvements Except More Roads" as this approach is in line with Peel Region's focus on the increased sustainability of our transportation system, subject to the following comments from various Regional departments.

Transportation Planning

The issue of network continuity is an important one. Specifically, we have noticed that York's current practice is for a 3.3 metre GPL and 5.0 metre shared transit/bike/HOV lane. GPLs in Peel Region are typically 3.65 metres and we suggest that York Region staff should review and revise their figures accordingly in light of this information. The larger lane widths are particularly important given the high volume of trucks, which have not been adequately addressed in the Western Vaughan IEA study. In addition, improvements to Major Mackenzie Drive and Rutherford Road should be carried out in consultation with Peel Region staff to further ensure network connectivity.

Also, the report does not appear to take into consideration the GTA West corridor or 427 extension to GTA West. While a provincial Environmental Assessment Study for the extension of Highway 427 to Major Mackenzie Drive has been approved, Peel Region is supportive of a further

Public Works

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extension of the 427 to Highway 9 and beyond. Provisions should be made in the study to facilitate this extension. Further, the Western Vaughan IEA should be consistent with the findings and recommendations of the Peel-Highway 427 Extension Area Transportation Master Plan Study.

There is also a need to coordinate the findings of the Peel Region Carpool Lot Study with the Western Vaughan IEA study. A copy of the report can be obtained by contacting Wayne Chan at 905-791-7800 ext. 4405.

Chronic Disease and Injury Prevention

Planning and design considerations should encourage active transportation for all age groups and persons with disabilities.

Environmental Health

- 2006 Ministry of the Environment AQI data was used as background. More recent data is available and indicates that more recent AQ is better than 2006; thus, this was conservative in the model.
- BaP/PAH's were not included in the AQ assessment (What was the rationale for exclusion in contaminants of concern?)
- Peel Health disagrees with the language in the report referring to AAQC's as "health based thresholds", which is not the case for NO₂ and CO. Only the new proposed standards for benzene and 1,3-butadiene and the 24-hr CWS for PM_{2.5} should be considered health based.
- Although the modelled cumulative concentrations (90th percentile background + max modelled) are below air quality criteria for NO₂, NO₂ AQ standards are outdated and not at a level that is protective of public health.
- Appendix 4C – NO₂ results indicate that the preferred alternative scenario will have a much greater impact on short term exposure basis than a long-term exposure basis. The modelled max 1-hr + background and modelled max 24-hr + background (cumulative) doesn't exceed the AAQC's at any sensitive receptor locations; that said, acute exposure NO₂ (1-hr modelled max) accounts for a larger magnitude/percent of the resulting 1-hr max cumulative concentrations than does the 24-hr modelled max to the 24-hr cumulative concentration.

Should you have any questions or wish to clarify any of the Region of Peel's comments on the Western Vaughan IEA Study, please do not hesitate to contact the undersigned.

Pw-C4-4

Best Regards,



Tina Detaramani, MCIP, RPP
(Acting) Principal Planner
Transportation Systems Planning
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tina.detaramani@peelregion.ca

cc. Sabbir Saiyed, Manager, Transportation Systems Planning
Wayne Chan, Manager, Transportation Demand Management
Kant Chawla, Town of Caledon
David Kuperman, City of Brampton