



**Quinto M. Annibale\***  
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**BY EMAIL ([denis.kelly@york.ca](mailto:denis.kelly@york.ca))**

May 31, 2016

York Region Chair Wayne Emmerson and Members of Council  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

Dear Chair and Members of Council:

**Re: York Region TMP – Pine Valley Drive**

I am a resident of Vaughan and live at Muzich Place. I understand that at the end of the month, Council will be considering the 2016 draft Transportation Master Plan (2016 TMP). I also understand that the current draft contemplates the completion of the link for Pine Valley Drive in Vaughan which proposes to connect Clubhouse Road and Langstaff Road (the "PVD Link"). On May 16, 2016 I wrote to the City of Vaughan in connection with the Weston Downs Traffic Study currently underway and I advised Council of my opposition to the study considering the PDV Link" as a possible solution. A copy of my letter is attached.

For all of the same reasons set out in my letter, and for the following three additional reasons, I request that the Region of York amend its MTP to remove any reference to the PVD Link from the text, schedules and project sheets of the TMP:

1. The TRCA now owns the road allowance for this stretch of Pine Valley Drive and manages it as part of Boyd Conservation Area. The Region has no authority to propose a road not under its jurisdiction;
2. The Huron Wendat have expressed concern that the PVD Link could have serious impact on the significant cultural resources in the vicinity (which suggest that a high likelihood that significant cultural resources exist within the former road allowance for the PVD Link); and
3. The PVD Link is an Environmentally Significant Area (and "ESA") which contains high quality habitat, a distinctive valley and areas of groundwater discharge and recharge. It functions as a regional corridor for terrestrial and aquatic life and is also an ANSI (a Provincially Significant Life Science Area of Natural and Scientific Interest).



I also support the TRCA recommendation that text be added to the 2016 TMP that the PVD Link not be considered due to un-mitigatable impacts to significant natural and cultural resources that would result from this infrastructure and that the TMP be amended to reflect the current ownership of the PVD Link by the TRCA.

In addition to the foregoing, I support the request by the TRCA that the Region re-state sections 1.10(12) and 2.1.10(13) of the 2010 York Region Official Plan in the 2016 TMP so that it is consistent with the 2009 TMP and so that there is clear direction in all future EAs undertaken with respect to projects contemplated by the 2016 TMP (which presumably will find their way into the new YROP), as well as the request that the 2016 TMP be revised to clearly state the relationship of the 2010 YROP policies to the 2016 TMP and all EA's that follow from the 2016 TMP.

I would appreciate being kept informed of all matters related to the 2016 TMP and the PVD Link.

Yours truly,

**LOOPSTRA NIXON LLP**

Per:

  
Quinto M. Annibale

QMA/rg  
Enclosure

cc Minister Del Duca  
cc Carolyn Woodland, TRCA  
cc Minister of the Environment  
cc Minister of Natural Resources  
cc Environmental Defence  
cc National Golf Club of Canada  
cc Pinewood Ratepayers Association



# LOOPSTRA NIXON LLP

BARRISTERS AND SOLICITORS

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May 16, 2016

**By E-mail**

Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor and Members of Council:

**Re: Weston Downs Traffic Study**

I live at Muzich Place in Weston Downs with my family. I have lived in Weston Downs for just shy of 20 years. I understand that there will be another Public Information Session ("PIS") as part of the Weston Downs Traffic Study (the "WDTS") on May 17, 2016.

On March 24, 2016 I wrote an e-mail to the City in advance of the April 6, 2016 PIS at which time I advised of my objection to the WDTS considering the extension of Pine Valley Drive from Clubhouse Road to Rutherford Road (the "Pine Valley Extension") as a potential traffic improvement.

On April 20, 2016 the Weston Downs Ratepayers Association held a community meeting at which time I understand the WDTS was discussed as part of the meeting agenda. I also understand that many residents of Weston Downs spoke at that meeting in opposition to considering the Pine Valley Extension as a solution.

The position of the Ratepayers Executive (that the Pine Valley Extension be considered as a traffic solution), seems to have been at odds with the views of the community at that meeting. I have been subsequently advised that the Pine Valley Drive Extension has been advocated by a developer of a large parcel of land located much further north on Pine Valley Drive.



Since making my original submissions, I have spoken to many of my neighbours in Weston Downs and have reviewed more carefully the suggestion in the context of the larger policy regime. What has become evident to me is that a great many people oppose any consideration whatsoever of the Pine Valley Extension as a solution to any traffic concerns that may exist in Weston Downs. Therefore, Council should not equate the position of the Weston Downs Ratepayers Association Executive as being in any way representative of the Weston Downs Community. I and my neighbours continue to oppose any consideration of the Pine Valley Extension as a potential solution to the Weston Downs traffic problems and request that the study authors not consider this as part of their study, for the following reasons:

1. No part of the Pine Valley Extension is located within the WDTS Study Area (see study limits contained in the presentation given at the April 6, 2016 PIS here):

<https://www.vaughan.ca/services/residential/transportation/traffic/General%20Documents/Presentation.pdf>

2. The Pine Valley Extension is not shown as a potential transportation improvement (present or future) in Schedule 9 of the Vaughan Official Plan, 2010. Its extension would be contrary to the Official Plan of the City of Vaughan;
3. The Pine Valley Extension option was considered by the City, the Region and the Province in the early 2000s and was rejected. In fact, the Minister of the Environment of the day halted the Municipal Class Assessment being undertaken jointly by the Region and the City and ordered that a full individual assessment be undertaken instead. The reasons given by then Minister Dombrowsky were that the Pine Valley Forest was "an area of natural heritage significance that contains old-growth trees" and that building the road could have significant environmental impacts on the area. This was in 2004;
4. The Pine Valley Extension would contravene the Provincial Policy Statement (the "PPS");
5. The Pine Valley Extension would require a full Individual Environmental Assessment under the *Environmental Assessment Act*. In 2006, then Environment Minister Laurel Broten permanently removed Pine Valley Drive from the City and Region's "Pine Valley Transportation Corridor Individual Environmental Assessment". The proposed road would have destroyed an ancient Hemlock forest and wetland complex designated as an ANSI under the Provincial Policy Statement. At the time, the forest was referred to by the MNR as "the finest forest south of the Oak Ridges Moraine in all of the GTA";



6. The TRCA has historically and consistently opposed the opening of the Pine Valley Extension, for many of the reasons set out herein;
7. The Pine Valley Extension belongs in the Greenbelt and I urge City Council to consider requesting the province to include it as part of the protected area. I urge the province to include it in the Greenbelt;
8. The Pine Valley Extension would require the construction of a massive bridge structure to span the valley floor of the Pine Valley Forest at a cost of several tens of millions of dollars (when last estimated in 2004). There are no public funds available to finance such an incredibly expensive undertaking. Neither the Region of York, nor the City of Vaughan Development Charge By-laws provide for collection of growth related capital costs for the Pine Valley Extension.

I would appreciate being kept apprised of the study as it progresses. I would also appreciate being advised of any reports to council, any actions taken by Council with respect to the study and any meetings held in connection with this matter.

Thank you for considering my comments.

Yours truly,

LOOPSTRA NIXON LLP

Per:

A handwritten signature in black ink, appearing to read 'Q. Annibale', written over a white background.

Quinto M. Annibale

QMA/rg

cc Minister Del Duca  
cc York Region Chair and CEO  
cc Chair of the TRCA  
cc Minister of the Environment  
cc Minister of Natural Resources  
cc Greenbelt Review Panel  
cc Environmental Defence  
cc National Golf Club of Canada  
cc Pinewood Ratepayers Association