

Brown, Lois

From: Kelly, Denis
Sent: January 15, 2004 8:23 AM
To: Brown, Lois
Cc: Brown, Harold
Subject: FW: Deputation at the Regional Council Meeting , Jan 22nd re: Pine Valley Link

Council Agenda please.

Thanks!

Denis

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

From: Deborah Schulte [mailto:dschenck@idirect.com]
Sent: Wednesday, January 14, 2004 10:54 PM
To: Kelly, Denis
Subject: Deputation at the Regional Council Meeting , Jan 22nd re: Pine Valley Link

Dear Mr. Kelly,

This is a request to make a deputation to the Council on the subject of the Pine Valley Link.

I represent the Woodbridge Expansion Open Space Action Site Committee, of which I am Chair, and am a resident of Woodbridge.

Our association is against the construction of this link due to the destructive and unmitigable impact to such an environmentally significant area with minimal benefit to the rush hour traffic.

Sincerely,

Deborah Schulte
WEOS Action Site, Chair

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TRCA Board Deposition – Jan 9th, 2004

Good morning I am Deborah Schulte representing the WEOS (Woodbridge Expansion Open Space) Action Site at Hwy 27 and Rutherford Rd. and am a resident of the Woodbridge expansion area.

I am motivated to speak to you today regarding the Pine Valley Link because of my personal transformation regarding this issue over the past year and a half. I, like most of the residents of the area considered this link an eventuality. I believed what seemed to be very logical arguments: traffic was getting much heavier and our community was continuing to grow – of course we needed this road. When I looked up from each end of the proposed link, it looked like a small road had been there before. The road was only to touch the edge of the Boyd Conservation Area; so this is not too significant. So I did not get involved.

I was later convinced to go on a walk of the area to appreciate what was there and was astounded by the diversity and quality of the site. The topography clearly indicated that a road had never been there before and would necessitate a high, large span bridge. I realized that this subject needed closer scrutiny.

The City had initiated an EA earlier that year and data started to be released. As I am an engineer and have past involvement with the Claireville Conservation Area and the issue with the Williams Parkway Extension, that was proposed to bisect the northern section of the Conservation Area, I was anxious to see the traffic study data. Once I saw the data that showed insignificant improvement to the high flow traffic volume / capacity ratios in Woodbridge, and I began to understand the environmental significance of the area, I decided to get involved in the protection of this site

Every resident that I have spoken to, including very aggressive pro Link people, have either started to rethink their position or have converted to be against the Link. Most residents thought that it would provide a significant reduction in the traffic volumes on Rutherford and Langstaff and when they find that it won't they are not in favour of destroying such a significant environmental feature. Our group is trying to spread the word.

At an "All Candidates" meeting when the question was posed to the prospective Councillors they all agreed that if it did not make a significant improvement to the traffic situation they would be against the Link. I believe

most residents feel similarly, it's just that they are being told that it is going to make a significant improvement.

As we can see from the information presented today the staff are firm in their opposition to the Link through Boyd Conservation Area. We are here to support the TRCA in any way we can to stand up and say NO to an unnecessary waste of such a precious resource.

There is enough compelling evidence not to put a road through and the study shows that it will not make a significant difference to the traffic at peak flows in Woodbridge. There are other alternatives that are less environmentally destructive and are lower cost. These include intersection improvements, further road widening, and most important of all, major improvements to public transit.

It is clear from the study, and was emphasized under questioning by the study Consultant, that Woodbridge will have major traffic issues in the future with all the proposed development and that the Link will not solve them. It will take more than is proposed in the study to solve them. (Deb – may I suggest a re-write of the paragraph above to describe the meeting you attended and exactly what the consultant said. For example, something like: I attended the public meeting where the consultants reported on phase 2 of the EA study. I asked His response was....

The staff is recommending an Individual Environmental Assessment be undertaken and that they stop actively participating in the current Pine Valley Link Environmental Assessment Process to make it clear their objection to the findings in Phase 2 of the Class EA. We would like to suggest going further. To build the road the City would have to acquire the land necessary from the TRCA. If the TRCA is unwilling to allow the land for the Link, I believe, based on previous experience, that the City is unable to expropriate the land from the TRCA. I would suggest that the studies and evaluations made so far have provided ample evidence to allow us to make a decision and therefore doing yet another study would be an unnecessary waste of taxpayers money. Why don't we just say no to allowing the land to be used for this purpose. I believe that it will send a clearer message to the City and the upcoming OMB hearing. If we continue asking for studies it maybe construed that the TRCA is requiring more information to make a decision and I don't believe that is true. If we ask for more studies and then still say no to the land acquisition after all that extra money and time is spent could that not be used against us?

I think the time is now to say NO and I propose that a motion be made to amend the recommendations to include: "That the TRCA will not allow the land to be acquired for the Pine Valley Link based on the destructive and unmitigable impact to such an environmentally significant area".