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VALLEYWOOD RESIDENT ASSOCIATION COMMENTS RE: MMAH MZO O. REG. 362/20 PROPOSED AMMENDMENTS

With regard to the Town of Caledon Public Notice dated August 3, 2023 requesting public input involving a recent Ministry of Municipal Affairs & Housing proposed amendment to O. Reg. 362/20, please officially receive the following information from the Valleywood Resident Association (VRA) to the Official Record of this topic.

INTRODUCTORY OVERVIEW

The following chronology is essential to an effective VRA statement regarding the Proposed Amendment

- I. Although on the planning horizon in the late 1960's, in 1982 a correct initial MTO design process for Hwy 410 Phase III was initiated in earnest with soil samples being taken just south of Old School Road between Dixie & Heartlake Roads.
- II. 27 years later, the initial correct design had been abandoned and replaced with an alternative Phase III "y" type design that exists today known as Valleywood/410/Hurontario Interchange that is incapable of providing a roadway redundancy for either Hwy 10 northbound or the 410 northbound. (Opened Nov 2009).
- III. The lands used for the Valleywood/410/Hurontario Interchange had been exposed to 27 years of urban sprawl; a sprawl that has still not yet reached the initial lands proposed in 1982 further north.
- IV. Because of the interchange's forced integration onto the pre-existing Valleywood community development, with its Fire & Emergency Services & a single access/egress, residential traffic was forced to integrate with Provincial traffic that Valleywood had not been designed for, including a bridge to replace the "at grade" single access/egress road.
- V. The domain & use of the bridge is under the authority of the MTO and as such, there are 410 access control gates.
- VI. When the gates are closed during 410 emergency closures, (Defined by the Ontario Highway Traffic Act) the substantial regular traffic has no place to go causing the bridge to stall with traffic; BUT
- VII. The stalled traffic on the single access egress bridge impedes Valleywood's Fire & Emergency Services (Response times defined by the Ontario Fire Code).
- VIII. This existing "Y" (merge) type Valleywood interchange design confirms when Interprovincial traffic is imposed on local traffic local emergency services become & continue to be spontaneously compromised both into & out of Valleywood.

- IX. This problem is happening now, before the additional vehicular traffic of Mayfield West Phase 2 Stage 2 has even been added to the duty load of the existing Valleywood/ 410/Hurontario interchange.
- X. It can therefore be deduced that ***when existing communities are impaled with Inter-Provincial traffic is a bad thing. AND***
- XI. This being the case, ***when Inter-Provincial traffic is physically established before communities are built is a good thing.***

Fortunately, in 2011, the VRA, with the help of (then) Regional Councillor Annette Groves (now Mayor Annette Groves) was able to compel the (then) Provincial government to retain the original proposed lands further north in 2012 for 410 correction purposes.

The VRA is happy to see these same lands have since been adopted for use for the Hwy 413 as a "+" (intersecting) type configuration known as Option S5-10 by the Ford government in September 2019.

When the Hwy 413 Option S5-10 is built (FKA 410 Option N1), multiple corrective options could default into existence:

- i) *Utilizing the S5-10 intersecting design provides alternative traffic redundancies for both the 410 & Hwy10/Hurontario roadways that are not present in any "y" (merge) type design such as the existing or proposed designs for the Valleywood/410/Hurontario interchange.*
- ii) *These above mentioned redundancies equate to efficiencies during the safe & efficient of goods and services; especially for more industrialized cities south of Caledon. This is therefore good for Ontario's economy overall.*
- iii) *Valleywood's Fire & Emergency Services could now have two access/egress options: one onto Hurontario Street and a second onto the Spine road; another good redundancy.*
- iv) *Could the increased effectiveness of the Valleywood Fire & Emergency Services response times save more lives?.. or reduce the need for additional F&E infrastructure required as a redundancy for the existing Valleywood Fire & Emergency Services when stymied by the existing bridge arrangement?*
- v) *A full, four-way intersection could be installed at Hurontario St. & Dougall for Southfields as promised to home owners at time of purchase, but could not be built because of MTO liabilities. (Hwy 10 South is projected to turn into Hurontario St. [60kph] south of the 413/Hwy 10 Interchange when it is completed). NOTE: Fire Chief Brad Bigrig officially recommended that Caledon's Planning Department install a full 4-way intersection at time of Southfields conceptualization.*
- vi) *Improvement to southbound travel to nearest hospitals by Emergency Vehicles would be assured.*
- vii) *Post S5-10 installation, the large amount of land currently occupied by the existing MTO specification at Valleywood would not be required for the replacement local & area arterial roads- As such, surplus lands could be rendered to other land use options such as residential & commercial uses. This would help build the tax base for a sovereign Caledon moving forward.*

VALLEYWOOD SUMMARY STATEMENT REGARDING THE PROPOSED AMENDMENT of O. Reg. 362/20

Given the clarity of law under Section 219(1)b of the Canada Criminal Code, **we are at a loss to understand how the Valleywood/410/Hurontario Interchange could have ever been built if a *proper Comprehensive Analysis* had taken place beforehand.** Nevertheless, **immediate correction is required such that local residential/area**

traffic is not partitioned from Hospitals &/or Police, Fire & Emergency Services because of a substandard Provincial comprehensive analysis process that gave the highest priority to protecting the MTO from liability; thus defaulting Fire & Emergency Services to a secondary priority.

It goes without saying that because of these on-going & pre-existent design flaws combined with the impact of pending additional traffic over & above the existing duty load of the Valleywood/410/ Hurontario Interchange, **the Valleywood Resident Association cannot, in clear conscience, support any aspects of MZO O. Reg. 362/20 at this time in light of our awareness of Section 219(1)b of the Canada Criminal Code. This would include any amendments to the same MZO at this time.**

The VRA would ask, is it unreasonable for current & future Ontarians to expect legal & fulsome compliance from our Provincial leaderships to oversee and maintain correctness during planning processes? As the highest Provincial official entity, is it not the obligation of Provincial Ministries to oversee & assure correctness of policy input data/information from relevant contributing municipal entities in order to achieve correctness the first time an infrastructure is built?

The Province should be setting examples of correctness for those in the future that will be expecting "built-in safety" when utilizing Ontario infrastructure; the existing & proposed "y" (merge)type Valleywood/410/Hurontario interchange designs do not make muster..

In closing, we would welcome & fully support development on the lands involved with MZO O. Reg. 362/20 after 413 Option S5-10 (FKA 410 Option N1) has been completed or at least a concurrent construction agreement has been established with the VRA recognized as a stakeholder entity.

Worthy of Note: In his February 11/22 briefing on the Ambassador Bridge Blockade, Premier Ford cited the need for Emergency Vehicle passage among his objectives ; (Min 7:08) "it will also include protecting the safe (Min 7:11) and essential movement ambulatory and (Min 7:14) medical services".

Given his documented stance above, perhaps Caledon council could formally seek Premier Ford's support in expediting the 413 Option S5-10 (FKA 410 Option N1) corrective constructions as an emergency topic.

Thank you for including us this forum of discussion!

Sincerely & with Respect,

Rob Harrison



Director

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