

APPENDIX B

CORRESPONDENCE LOG

Passmore E.A. Correspondence Log

	Date	Message	Staff Response	Date of Staff Response
1	11/18/2017		<p>Hello [name removed]</p> <p>The City recently sent out a letter and notice (see attached) to property owners on Passmore Avenue, between Markham Rd west to approximately 395 Passmore Avenue, to notify the study that is currently underway.</p> <p>[name removed], Operations Manager of Mittman Delivery, called me yesterday and provided your name and contact details as you are the Property Manager for the 430 Passmore Avenue Business Condos.</p> <p>As the project manager leading this study for Transportation Services, Infrastructure Planning, I would like to speak with you about the study, the potential property impacts, and to identify if you are the main contact for this group of property owners, for the purposes of the City providing updates and future notifications.</p> <p>I look forward to hearing from you. Lorna Zappone, Project Manager</p>	11/18/2017
2	11/22/2016	<p>Dear Maogosha</p> <p>I received the notice for the Nov 29th, 2016 meeting at the hockey arena.</p> <p>I (alond with [name removed]) am working with the owner of the above 2 properties (a 5 acre and 10 acre parcel): [name removed] and the owner has requested that I attend the meeting (he is out of town on Nov 29th) and keep him up to date.</p> <p>Meantime, I will be contacting the owner as he will be interested to know what the City plans for road surface, connectivity, widening, water and sewer connections, sidewalks etc.</p> <p>Thanks for keeping in touch. Regards,</p>	<p>Hi [name removed]</p> <p>Thank you very much for taking the time to email us and to confirm your attendance at the November 29th public open house. On behalf of the Project Manager, Lorna Zappone, we look forward to meeting you.</p> <p>I will add both you and James So to our stakeholder list. Are you able to provide contact information for the owner or will you be the main contact point for 568 Passmore Avenue?</p> <p>Kind regards, Maogosha</p>	11/22/2017
3a	11/29/2016	<p>Hello Lorna,</p> <p>I am writing in regards to the infrastructure planning meeting notice for Passmore Avenue. We own a unit at 501 Passmore and thus are</p>	<p>Hello [name removed]</p> <p>Thank you for taking the time to email us and for your interest in this study. Your comments will be recorded and become part of the project consultation record.</p>	

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		<p>impacted by any decisions that are made, but we cannot spare the time to make the meeting in person this evening.</p> <p>First I'd like to make a suggestion, in regards to this process. I know the process itself is likely outside your purview, but I hope you can carry it forward somehow. Given the long working hours of average private sector citizens of the GTA, the cost and time of travel - it is increasingly difficult to attend meetings like these. Yet, we still want to and deserve to be part of the decision making process for projects that we help to fund with our property taxes. The process should be a digital one, that encourages inclusivity through digital communication. Providing your email address is definitely a great first step, but hopefully the City can do more in the future (such as a forum based discussion)</p> <p>As for the notice itself – I am not sure if this is a preliminary notice, but I don't quite understand what the options are. Will there be simple drawings of the various proposals that we can provide feedback on as the process continues?</p> <p>Either way, I'd like this opinion added to the lot:</p> <ol style="list-style-type: none"> 1. Road network connectivity (YES, although I am not sure if that means new roads or just the fact that widening will help with connectivity) 2. Road widening – DEFINITELY 3. Road re-surface – Yes, complete would be nice, but I understand budgetary concerns may be an issue so for me, at a minimum this should be to address any problem areas 4. Consistent Sidewalks - Definitely. Some areas including in front of our building don't even have proper curbs as this point (we were told 8 years ago they were waiting for widening) 5. Storm Sewers - I am ignorant of this item. Don't know what needs to be done, would leave this in the hands of the experts. Assume new drains would be added when the curb is made. <p>Thank-you for your time.</p>	<p>We understand the time and travel constraints which can affect people's ability to attend public meetings. One of the big motivating factors in hosting an afternoon meeting on site at Canlan Ice Sports was to capture the availability of people who work and operate businesses on Passmore Avenue. For the next meeting we will consider having an evening meeting for those people like yourself who have to travel from outside of the area. This second meeting is anticipated to be held in late February – early March, 2017.</p> <p>In terms of digital communications, the project webpage has information materials from the public meeting under the consultation tab and includes the display panels (with options of what is being considered) and a feedback form: www.toronto.ca/passmore</p> <p>Let us know if you have any questions and comments after reviewing this information,</p> <p>Please note, Arlene Joly of Comfort Property Management has informed the City that she is the property manager for the business condo at 501 Passmore Avenue. In addition to continuing to inform you as the study progresses, notifications will also be sent to Arlene Joly.</p> <p>If you wish to meet with the City to discuss impacts to your property, please do not hesitate to contact me directly.</p> <p>Kind regards, Lorna Zappone</p>	
3b	12/13/2016	<p>Hi Lorna, Thank-you for your reply.</p> <p>While I appreciate the inclusiveness the City has been founded upon, the methods are incongruent with the times. If this were a competitive market, advancement would be at the app stage by now, to facilitate</p>	<p>[name removed]</p> <p>Thank you for your comments. They will be included in the public consultation record for this Environmental Assessment study.</p>	12/13/2016

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		<p>participation. (Although, I am not suggesting public/private partnership of any kind, as clearly in Canada it does not work as is evident from Service Canada and other such partnerships).</p> <p>I do realize that you did it right beside the property, to attempt to get participation, and, years ago, when business was easier, and we were less poor – it would have been more than enough. But – running a business, and surviving in this ideological climate is not easy. Often, it requires all of our time. Many cannot attend such meetings without sacrificing family, or personal health time such as exercise. The hours we work are a sign of the times in the SMB private sector in the GTA.</p> <p>So here is the meat of it: even though there is an electronic copy of the information, as well as the original mailing, on the website – which is good – it is simply a copy of the paper process. The forms are not electronic. What the city should be doing, is providing property owners with project specific digital ID's, creating a forum in which things like this can be discussed and voted upon. We could then be more efficient and participate without having to meet. Instead we must print, fill out, mail out (or scan and email). It's simply not as efficient.</p> <p>Secondly, is the problem with Property Management in Ontario. Arlene Joly, the PM, operates under the Condo Act of Ontario, which, being an old document, does not require her to communicate such things. Whether a PM for a Condo (residential or commercial) communicates varies from manager to manager. This is due to a regulatory weakness in the industry (there is none), but that's another jurisdiction, as it's Provincial. So it's unlikely to see a PM do work that encourages participation from owners, unless the BOD specifically directs the PM to do so.</p> <p>I want you to know, I mean no offence towards you or your staff/colleagues. This problem; the process problems I see everywhere, are a machine problem, not a cog problem. We will send in the mailed response. Thank-you.</p>	<p>As noted below, we will continue to notify you as the study progresses.</p> <p>If you wish to meet with the City to discuss impacts to your property, please do not hesitate to contact me directly to identify a convenient time and format (e.g., phone call, email).</p> <p>Kind regards,</p>	
4a	12/10/2017	<p>Thanks for the update, as this part of Passmore has been long ignored up to now. Are we expecting the start of the project in the spring?</p>	<p>[name removed] Thank you for your email. The project timeline includes:</p> <ul style="list-style-type: none"> • Study completion: June 2017 • Detailed design: 2018-2019 	12/12/2016

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			• Construction: 2019-2020 Kind regards, Maogosha	
4b		<p>2 more years of a messed up road??? It's for a 1/4 of a km....</p> <p>Our taxes have gone up all the time in this area and there is no garbage collection done here, snow removal on Passmore Ave...maybe. The drains are higher than the ground for the past 10 years which has caused flooding whenever it rains. I can only imagine what it looks like today since we have plus temps going on and with all that snow melting, it's probably a disaster or accident waiting to happen. When Fed Ex moved in here, the road should have been done at the same time they fixed sidewalk and frontage of that property.</p> <p>Our condo corp has been asking for this part of the road to get fixed for a long time now.</p>		12/13/2016
4c		There is this project, and there is steeles avenue east of Markham road. When will that be widen to accommodate all the businesses and homes around it??		12/14/2016
5	03/31/2017	<p>Hi Maogosha</p> <p>Thank you for your update. It is excited to hear that the city will widen the roadway 4-lane urban cross section.</p>	<p>You are very welcome [name removed]</p> <p>We will be in touch.</p>	04/05/2017
6	04/06/2017	<p>Referring to the City Plans to study options to improve traffic and road conditions on Passmore Avenue between approximately State Crown Boulevard (east of Middlefield Road) and Markham Road. When you consider widening the road from two lanes to four lanes, please be sure to note the following:</p> <p>The property going to the road in front of the Armadale Church and Cemetery is considered sacred ground as there are bodies buried beyond the tombstones and the trees. When the current road was paved the City came as close to the north boundary as was possible without compromising the graves that are south of the trees, and form part of the Armadale Cemetery. Several bodies are known to be there. Rev. W. James T. Hicks gave evidence at a meeting of Council when the original paving and services were put in. This was verified by Council and that is why the road stops where it does on the north side of Passmore in front of the Free Methodist Cemetery and Church Property.</p>	<p>[name removed]</p> <p>Thank you for your email and for taking the time to review information about this study on the project webpage.</p> <p>Please be aware that the Notice of Commencement and Public Event (November 29, 2016) was originally sent to:</p> <ul style="list-style-type: none"> • Armadale Free Methodist Church, RR3 Mount Albert, ON LOG 1MO (this envelope was returned and marked as incomplete) • Trustees of the Free Methodist Church, 8829 Durham Road, Mount Albert, ON LOG 1MO • Canada Post delivered flyers to all addresses on Passmore Avenue between Markham Road and Middlefield Road <p>Following your email and the conversation which the Project</p>	04/06/2017

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		I just came across your website noting the above environmental assessment. I am the Official Secretary of the Board of Armadale Free Methodist Church, 400 Passmore Avenue, and we have received no notification of the meeting that has apparently already happened. Please keep me advised of any further meetings with the community. Thanks.	<p>Manager, Lorna Zappone, just had with Rev. Maurice Vannest, I have updated the contact information listed for the Armadale Free Methodist Church. We will keep you and Rev. Vannest posted on the progress of this study and the next round of public consultation.</p> <p>www.toronto.ca/passmore Kind regards, Maogosha</p>	
			<p>Good morning [name removed], further to my call yesterday with Reverend Maurice Vannest about this project, he mentioned that the church is featured in the City's 2017 Doors Open program and was hoping to get an idea as to the date when the road was widen.</p> <p>Checking transportation infrastructure records it appears this segment of Passmore was reconstructed in the 1980s. I can't provide any more details than this but you may be able to find additional facts searching Toronto Archives:</p> <p>http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7cb4ba2ae8b1e310VgnVCM10000071d60f89RCRD</p> <p>Best regards, Lorna Zappone, Project Manager</p>	007/2017
7a	06/02/2017	<p>Re. PASSMORE ROAD RE-HABILITATION</p> <p>I would like to propose that a four lane thoroughfare along this stretch of Passmore is not a good proposal. Sidewalks, cycling lanes would certainly be an upgrade. The present single lane each way keeps the traffic under control, but turning traffic, especially by large trucks, is a big interruption in vehicular flow. Having two lanes each way is an invitation to lane change swapping, speeding, and turning vehicles causes weaving in and out for through traffic.</p> <p>The poor elevation at the Methodist Church and State Crown Blvd. intersection contributes to accidents with at least one death as the result. Mainly because of two lane left/ right turns against speeding hidden</p>	<p>Hi [name removed]</p> <p>Thank you very much for taking the time to contact us about the Passmore Avenue Study and for sharing your concerns.</p> <p>I have passed on your comments about the turning traffic of large trucks and driving behaviour with two traffic lanes in each direction to Lorna Zappone. Lorna is the Project Manager for this study. Please expect a more detailed response to the concerns you have raised shortly.</p> <p>In the meantime, I've added you to the project mailing list to ensure that you receive all project notification and updates.</p>	06/06/2017

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		<p>vehicles.</p> <p>By widening the road, having a central left turn lane with ample right turn slip lanes, and the single lane straight through will keep the traffic moving smoothly without lane blockage and contribute to safety.</p> <p>This method of traffic calming is used elsewhere and contributes to safer commuting by better roadway design and marking.</p> <p>Thank you,</p>	<p>If you haven't already visited the project webpage, please go to: www.toronto.ca/passmore</p> <p>Thank you again for your interest in this project.</p> <p>Maogosha</p>	
7b	07/25/2017	<p>Maogosha,</p> <p>Thank you for your reply to my observations and I can accept your colleagues collective proposals as being inline with current ideas.</p> <p>On the issue of collision data, be advised that we have been at this location for more than 30 years and were led to believe that serious collisions have occurred. However, we have to accept that after 5 years such data is sometimes considered ancient history, so be it.</p> <p>Thank you,</p>	<p>Hi [name removed]</p> <p>Please see the following response from our Project Team members. I've also copied the Project Manager, Lorna Zappone, in case you require any further clarification on the information provided.</p> <p>Thank you again for submitting your email outlining concerns about traffic safety and comments about the proposed widening of Passmore Avenue to a four-lane urban cross-section. The four-lane cross-section was identified as the recommended preferred solution during phase 2 of the environmental assessment study and presented to the public for comment in November 2016.</p> <p>As you are aware, Passmore Avenue from Middlefield Road to east of State Crown Blvd is currently a four-lane cross-section. In addition to providing consistency in the number of traffic lanes, the proposed four-lane cross-section also improves accessibility, connectivity and urban design and meets Official Plan policy and planning objectives to encourage active transportation and increased right-of-way.</p> <p>Phase 3, development and assessment of alternative designs, is currently underway. The alternative designs and potential impacts will be evaluated based on criteria relating to transportation, engineering and the natural, cultural, and socio-economic environment to determine the preliminary preferred design. Cross-section elements to be considered include lane widths, boulevard</p>	07/19/2017

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			<p>and sidewalk widths and streetscape. It is anticipated that the preliminary recommended alternative design will be presented to the public for review and comment late 2017.</p> <p>A check of the Toronto Police Services collision data base during the last five years (January 1, 2012 to December 31, 2016) at the intersection of Passmore Avenue and State Crown Blvd. does not show any recorded traffic fatality(s). Should you wish to pursue the collision history at this intersection prior to January 1, 2012, please contact Mr. Jim Smith, Supervisor, Data Analysis, Road Safety Unit, copied in this email.</p>	
8a	07/28/2017	<p>Please advise status of the above project.</p> <p>Thanks,</p>	<p>Hello [name removed]</p> <p>Thanks very much for your email and request for an update.</p> <p>Currently, the project team is working on the development and assessment of alternative road designs. The alternative designs and potential impacts will be evaluated based on criteria relating to transportation, engineering and the natural, cultural, and socio-economic environment to determine the preliminary preferred design. Cross-section elements to be considered include lane widths, boulevard and sidewalk widths and streetscape. It is anticipated that the preliminary recommended alternative design will be presented to the public for review and comment late 2017.</p> <p>Let us know if you have any other questions. Otherwise, I hope the summer is treating you well.</p> <p>Kind regards, Maogosha</p>	08/01/2017
8b	11/03/2017	<p>Thanks so much for the update.</p> <p>I just reviewed and it looks awesome and also finished the survey ☺. Hopefully the project will happen sooner than a long wait.</p> <p>P.S Do you have any update for me on Morningside extension to Steels? I think the last you advised me there was a developer application pending and whoever the developer will put the road?</p> <p>Please & thank you!</p>	<p>Thanks so much for the feedback [name removed]</p> <p>In terms of Morningside extension, I just asked my colleague and there is now update as of yet. Designs should be ready for public next year but there is no timeline.</p> <p>For a connection to Passmore from Steeles Morningside Extension project, from the approved alignment, looks like it will connect – see consultation materials, slide 5 of 15</p>	11/06/2017

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		<p>And oh ya you know what would be best if you could extend Passmore ave to Morningside ave (once built) ☐</p> <p>Cheers,</p>	<p>Kind regards, Maogosha</p>	
9	11/07/2017	<p>I work in this area for last 25 years, hardly any traffic in this road not even going anywhere and less than a kilometre There are many another road with very heavy traffic and no one giving attention to wideing up or even fill the portholes This is just wast of taxpayer money</p>	<p>Hi [name removed]</p> <p>Thank you for taking the time to contact us about the Passmore Study. I have copied the Project Manager, Lorna Zappone, in order to share your comments.</p> <p>If you are interested in learning more about this project, please visit the webpage www.toronto.ca/passmore In particular, the link to information materials explains the study purpose.</p> <p>Kind regards, Maogosha</p>	11/08/2017
10	11/07/2017	<p>This would be a big waste of money. There is not enough traffic in that are to warrant this project. They just finished resurfacing Passmore just north of Dynamic (last week) now you want to rip it up and widen. Typical bureaucratic thinking or lack of. Don't waste our tax dollars.</p>	<p>Hi [name removed]</p> <p>Thank you for contacting the City about the Passmore Study. I've copied the Project Manager, Lorna Zappone, in order to share your comments.</p> <p>We are looking into the source of the repaving which you've sited. There are no City works listed for Passmore so this may be related to some utility work. I'll let you know what we find out.</p> <p>Please consider that the City plans to resurface Passmore Avenue through the State of Good Repair Program have been on hold until this study is completed.</p> <p>If you are interested in learning more about the study, visit the information materials link on the project webpage: www.toronto.ca/passmore</p> <p>Kind regards, Maogosha</p>	11/08/2017

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11	11/17/2017	<p>Dear Maogosha Pyjor;</p> <p>The road expansion expansion will have negative impact for residents on Ingleton Blvd and Macklin Public School (136 Ingleton Blvd). Even now, a lot of west bound traffic from Passmore Avenue crosses Middlefield Road and go straight towards Ingleton Blvd to Alton Tower Circle/McCowan Road or to McNicoll Ave. These are not local traffic; my observation shows that some vehicles get lost and use Pebblewood Ave or take U-turn to go back to Middlefield Road again. A "speed watch digital sign" was placed (several times) on the west side of Ingleton Blvd for warning high speed traffic. FYI, Macklin PS is located on 136 Ingleton Blvd. Without any doubt, current expansion will draw more traffic from Markham Road, Industrial/Commercial area which is east of Middlefield Road, and east of Markham Road. So, a careful traffic control measure is warranted.</p> <p>Without proper traffic signals or guidance for motorists, lots of west bound traffic on Passmore Avenue will go straight ahead towards the Ingleton Avenue instead of taking right or left turn on Middlefield Road.</p> <p>So, how do you address the following?</p> <ol style="list-style-type: none"> 1. How do you control this traffic (as mentioned above)? 2. How do you make Ingleton Blvd and Macklin PS safe and make it use for local traffic only? 3. Are you putting clear sign for diverting west bound traffic towards major roads (e.g., turning right leads to Steeles Ave and turning left for McCowan Road, etc.)? 4. Is it possible to encourage large industrial vehicles (e.g., 53 feet container trucks, concrete trucks, motor vehicle transport trucks, etc.) for using Markham Road (which is six lanes and have direct access to HWY 401/HWY 407) rather than allowing Passmore + Middlefield intersection? 5. Are you going to put signs for west bound traffic on Passmore Avenue not to enter Ingleton Blvd during a certain time period of morning and afternoon when school going children are busy? <p>Thanks for proving opportunity for feedback in this EA. Sincerely,</p>	<p>Hello [name removed]</p> <p>Thank you for contacting the City about the Passmore Study and sharing both your observations and concerns.</p> <p>I have recorded and passed on your comments about traffic diversion to the project team.</p> <p>Please expect a response to your questions shortly.</p> <p>Thank you again for your interest in this project.</p>	11/21/2017
			<p>Thank you again for providing your feedback on this project. Please see the following responses first, to the observations you have provided followed by answers to your five specific questions.</p>	

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			<p>Observation: "These are not local traffic; ...some vehicles get lost and use Pebblewood Ave or take U-turn to go back to Middlefield Road again"</p> <p>Response: Pebblewood Ave. at Middlefield Rd. is signed with a no heavy vehicle prohibition therefore no heavy vehicles may use this road unless they are making a delivery or are engaged in construction work in which there is no other means of access. This is a Toronto Police Service (TPS) Enforcement issue carried out on a complaint basis by calling their non-emergency number at 416-808-2222.</p> <p>A check of the TPS collision records shows one reported collision at the intersection of Pebblewood Ave. and Ingleton Blvd. between January 1, 2012 to date (circa June 2017). This collision (in May 2014) involved two passenger vehicles when one motorist, 'failed to keep a proper look-out' and pulled away from the curb sideswiping a passing vehicle. There was no personal injuries or charges noted in this collision.</p> <p>Observation: A "speed watch digital sign" was placed on the west side of Ingleton Blvd. for warning high speed traffic..."</p> <p>Response: The Watch Your Speed Unit is installed on streets where it will provide a useful education component in sensitive school areas. Ingleton Blvd. is classed as a collector road which means it is expected to carry between 2,500 – 8,000 vehicles per day (vpd). A recent traffic speed and volume check (February 2013) on Ingleton Blvd, that is signed with a 40 km/h speed limit, showed a volume of 1,480 vpd and an 85th percentile speed of 45 km/h. An earlier check from October 1999 revealed 1,472 vpd on Ingleton Blvd. These values do not indicate a problematic trend at this time.</p> <p>Comment: Current expansion will draw more traffic from Markham Road, Industrial/Commercial area which is east of Middlefield Road, and east of Markham Road. So, a careful traffic control measure is warranted.</p> <p>Response: The profile of Ingleton Blvd. is a 9.8 metres wide curved road approximately 1.46 kilometres in distance. By</p>	
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			<p>comparison, Passmore Ave., a shorter road, is 12.9 metres wide at its east limit, on a straight tangent of 1.23 kilometres with two posted heavy vehicle restrictions at the intersection of Passmore Ave. and Middlefield Rd. There is limited potential to attract aware commercial traffic to Ingleton Blvd. from Passmore Ave.</p> <p>1. How do you control this traffic (as mentioned above)</p> <p>As noted previously, you can follow up on heavy vehicle restriction enforcement via the TPS by calling their non-emergency number at 416-808-2222.</p> <p>2. How do you make Ingleton Blvd. and Macklin PS safe and make it use for local traffic only</p> <p>A TPS review of the street segments of Ingleton Blvd. show zero pedestrian or cyclist reported collisions between January 1, 2012 to date (circa: June 2017). A review of all the intersections along Ingleton Blvd. between and Middlefield Rd and Alton Towers shows one reported collision involving a pedestrian. In January 2012, at 11:44pm a pedestrian was hit at the all-way stop control of Boxdene Ave & Ingleton Blvd. The motorist in this case failed to remain at the scene. The pedestrian, sustained minimal personal injuries. To sign Ingleton Blvd. for 'local traffic only' is not legally enforceable on this public roadway.</p> <p>3. Are you putting clear sign for diverting west bound traffic towards major roads (e.g., turning right leads to Steeles Ave and turning left for McCowan Road, etc.)</p> <p>Traffic Operations is not aware of commercial 'wayfinding signs' being requested for traffic using Passmore Ave. and as such, has made no plans to request them.</p> <p>4. Is it possible to encourage large industrial vehicles (e.g., 53 feet container trucks, concrete trucks, motor vehicle transport trucks, etc.) for using Markham Road (which is six</p>	
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			<p>lanes and have direct access to HWY 401/HWY 407) rather than allowing Passmore + Middlefield intersection?</p> <p>Middlefield Rd. is classified as a four lane minor arterial road (expected capacity 8,000 – 20,000vpd) intended to handle transit and commercial traffic.</p> <p>5. Are you going to put signs for west bound traffic on Passmore Avenue not to enter Ingleton Blvd during a certain time period of morning and afternoon when school going children are busy?</p> <p>As noted earlier there are posted heavy vehicle restrictions on Ingleton Blvd. at Passmore Ave. To restrict traffic during morning or afternoon peak time periods at this intersection would require traffic restrictions effecting all road users, both local residents and otherwise. This means established travel patterns of area residents would have to change. Those ticketed for making a turning movement violation would face monetary fines, potential insurance penalties, licence demerit points and potential loss of their driver's licence. Since these penalties are so severe, a petition of 25% of the affected neighbour would be required to begin the bylaw review process. In lieu of this procedure, we suggest requested enforcement of the heavy vehicle prohibition on Ingleton Blvd. via TPS enforcement calls at 416-808-2222.</p>	
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