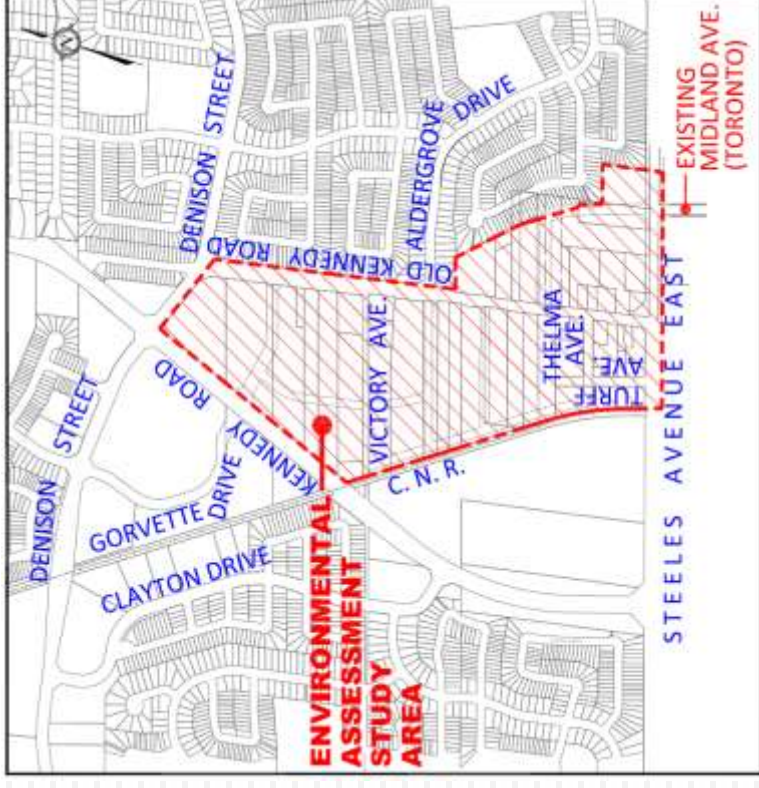


May 5th, 2015

City of Markham Development Services Committee

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR MIDLAND AVENUE EXTENSION SCHEDULE “C” MIDLAND AVENUE EXTENSION (FROM STEELES AVENUE TO OLD KENNEDY ROAD)



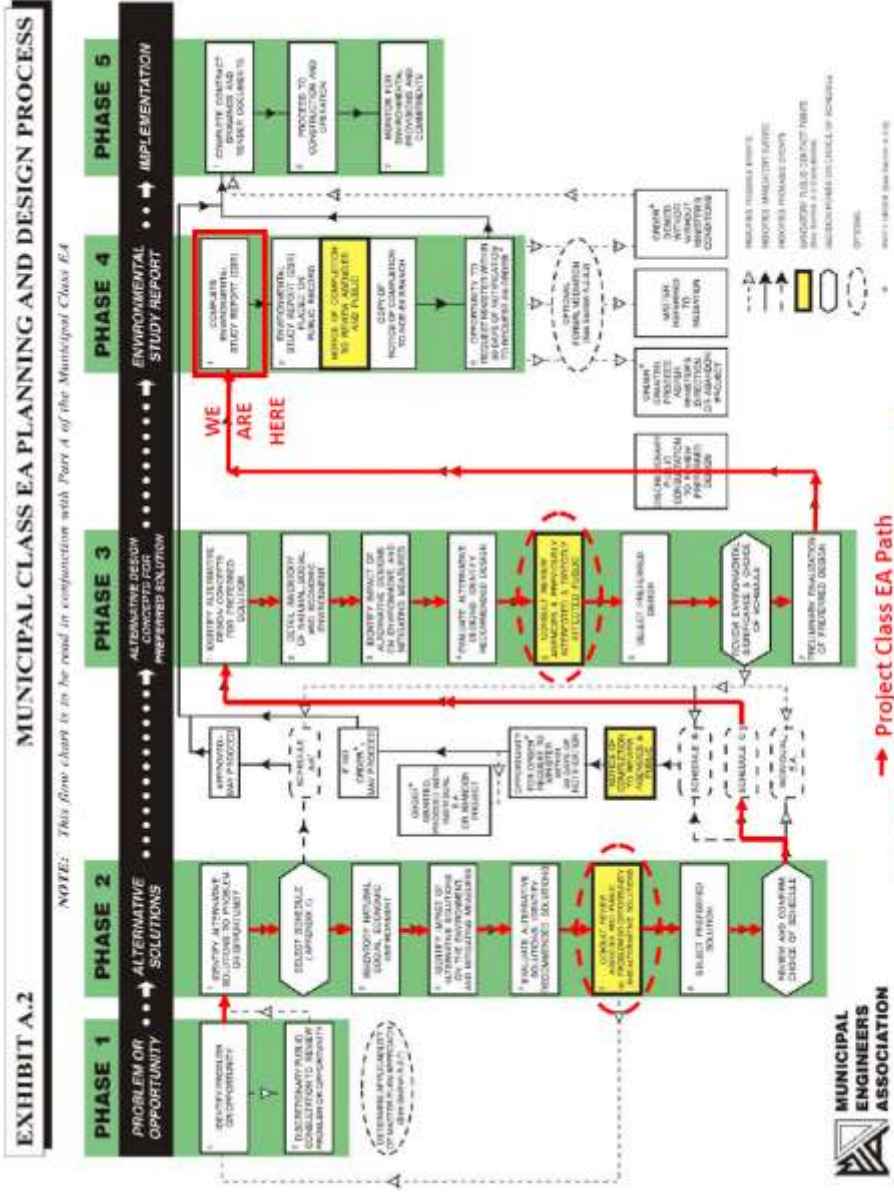
Presentation to DSC

- Background information – Municipal Class Environmental Assessment (Class EA) for Midland Avenue Extension
- Report on study process
- Present the proposed Technically Preferred Alignment and cross section
- Request authorization to file the Environmental Study Report (ESR) to the Ministry of Environment and Climate Change (MOECC) for mandatory 30 day public review period

Background – Need and Justification

- Main Street Milliken Secondary Plan, OPA 144
 - ▣ Projected mixed use community comprising of:
 - Approx. 1,900 residential units / 4,700 population
 - Approx. 51,000 m² commercial/retail uses
 - ▣ Additional north/south road capacity is required to serve community at full development.
- Midland Avenue extension was identified as a key north/south minor collector road in July 2006 to satisfy OPA 144 transportation requirements.
- OPA 144 recommended to complete a Class EA for Midland Avenue to identify the appropriate alignment.

Municipal Class EA Process



Phase 1 – EA Process

Problem Statement

□ Problem Statement

- “To determine the preferred alignment of the Midland Avenue extension from Steeles Avenue to Old Kennedy Road which provides an adequate transportation network to support the existing and future developments within City of Markham, in accordance with the July 2006, Main Street Milliken Secondary Plan, OPA 144, as amended.”

□ Objectives

- Confirm need and justification for project
- Support the developments in accordance with OPA 144
- Determine cross-sections including number of lanes, bike lanes, sidewalks and streetscape

Phase 2 – EA Process

Alternative Solutions

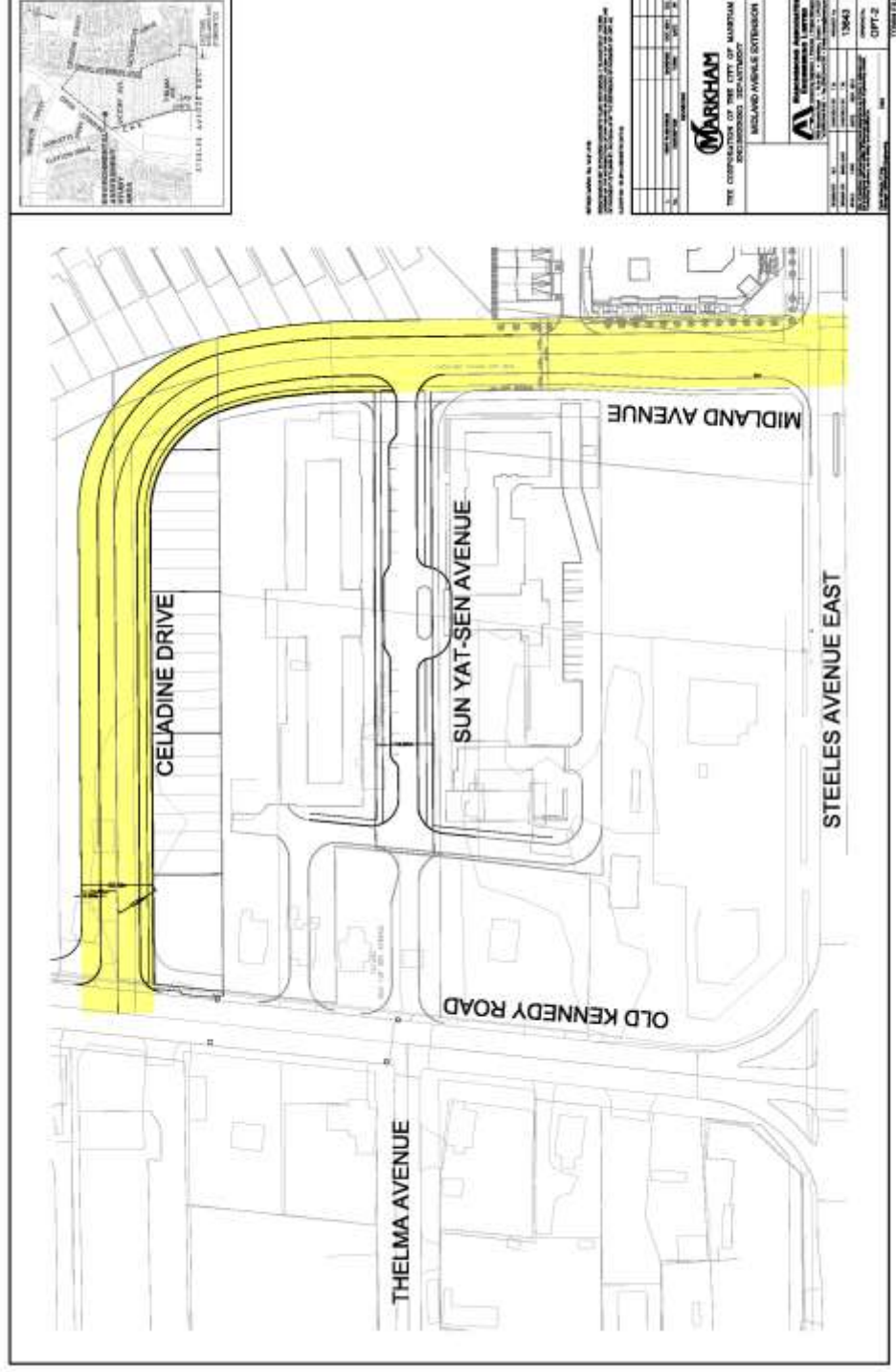
- Alternative 1 – Do Nothing
 - Alternative 2 – Travel Demand Management (TDM) Measures
 - Alternative 3 – Improve transportation operations along parallel roadways
 - Alternative 4 – Widen other existing roadways
 - Alternative 5 – Extend Midland Avenue from Steeles Avenue to Old Kennedy Road
-
- All 5 alternatives were reviewed in detail, however Alternatives 1-4 did not address the problem statement.
 - Alternative 5 was selected to proceed to Phase 3 of the Class EA process.
 - Within Alternative 5: 8 different conceptual alignment options were initially identified as alternatives to address the problem statement. Out of the 8 Conceptual alignments, 4 alignments were carried forward for detailed assessment.



**MASONGSONG ASSOCIATES
ENGINEERING LIMITED**

Phase 3 – EA Process

Alignment Option #2

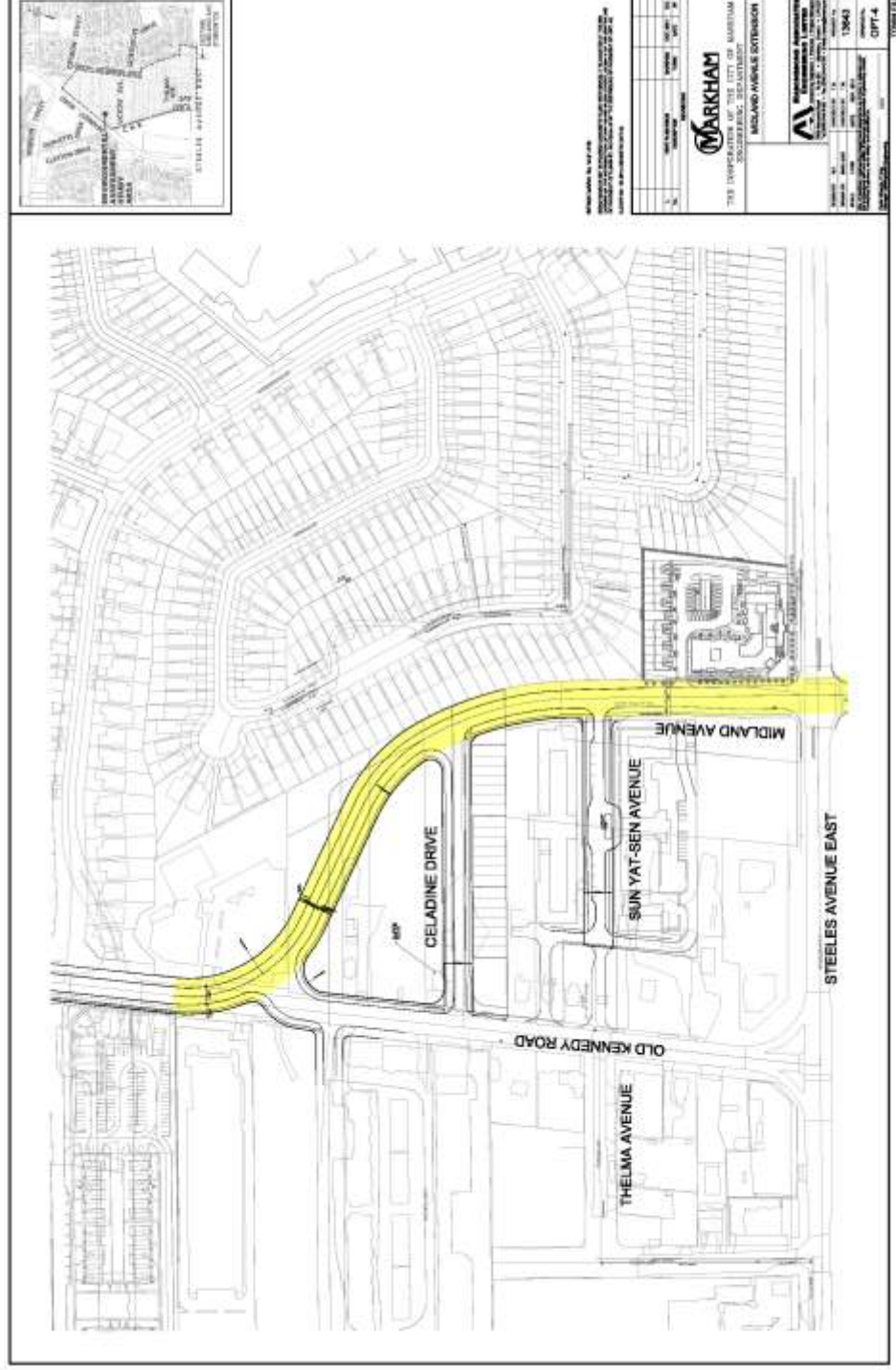




**MASONGSONG ASSOCIATES
ENGINEERING LIMITED**

Phase 3 – EA Process

Alignment Option #4



Phase 3 – EA Process

Detailed Inventory of Environments

Supporting Technical Investigations:

- Traffic Impact Assessment (Poulos & Chung Limited)
- Air Quality Assessment (WSP Canada Inc.)
- Environmental Impact Assessment (Azimuth Environmental Consulting, Inc.)
- Noise Impact Assessment (J.E. Coulter Associates Limited)
- Stage 1 Archaeological Assessment (Archaeological Services Inc.)
- Geotechnical Investigation Summary (Masongsong Associates Engineering Limited; in support of various independent studies)
- Servicing Options (Infrastructure & Preliminary Engineering Design including Proposed Cross Sections) (Masongsong Associates Engineering Limited)
- Cost Estimate of Alignment Options 1-4 (Masongsong Associates Engineering Limited)

Phase 3 – EA Process

Evaluation Matrix

5 Major Categories of Consideration

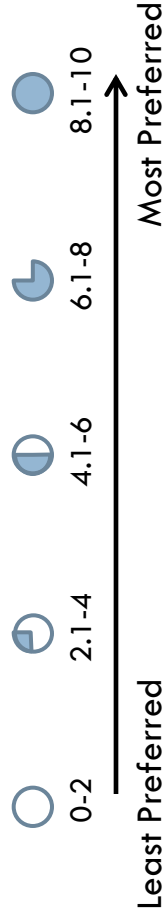
- | | | |
|---|---|--|
| 1. Natural Environment | 2. Cultural Environment | 3. Socio-Economic Environment |
| a) Terrestrial | a) Heritage Features | a) Land Use |
| b) Aquatic | b) Cultural Landscapes | b) Noise |
| c) Groundwater | c) Archaeological resources | c) Communities (individual property, community connectivity and amenities) |
| d) Surface Drainage | | d) Air Quality |
| 4. Transportation/Utilities | 5. Financial/Technical | |
| a) Transportation Network (capacity, access) | a) Land to be Purchased | |
| b) Transportation Policy Compatibility (transit, active transportation) | b) Construction Cost | |
| c) Municipal Services (changes and opportunities) | c) Operation and Maintenance | |
| d) Utilities Impact | d) Municipal Budget Compatibility | |
| | e) Road Geometric Design | |
| | f) Structural/Pavement/Topography/Constructability Requirements | |
| | g) Staging Requirements | |

Phase 3 – EA Process

Evaluation Matrix Summary

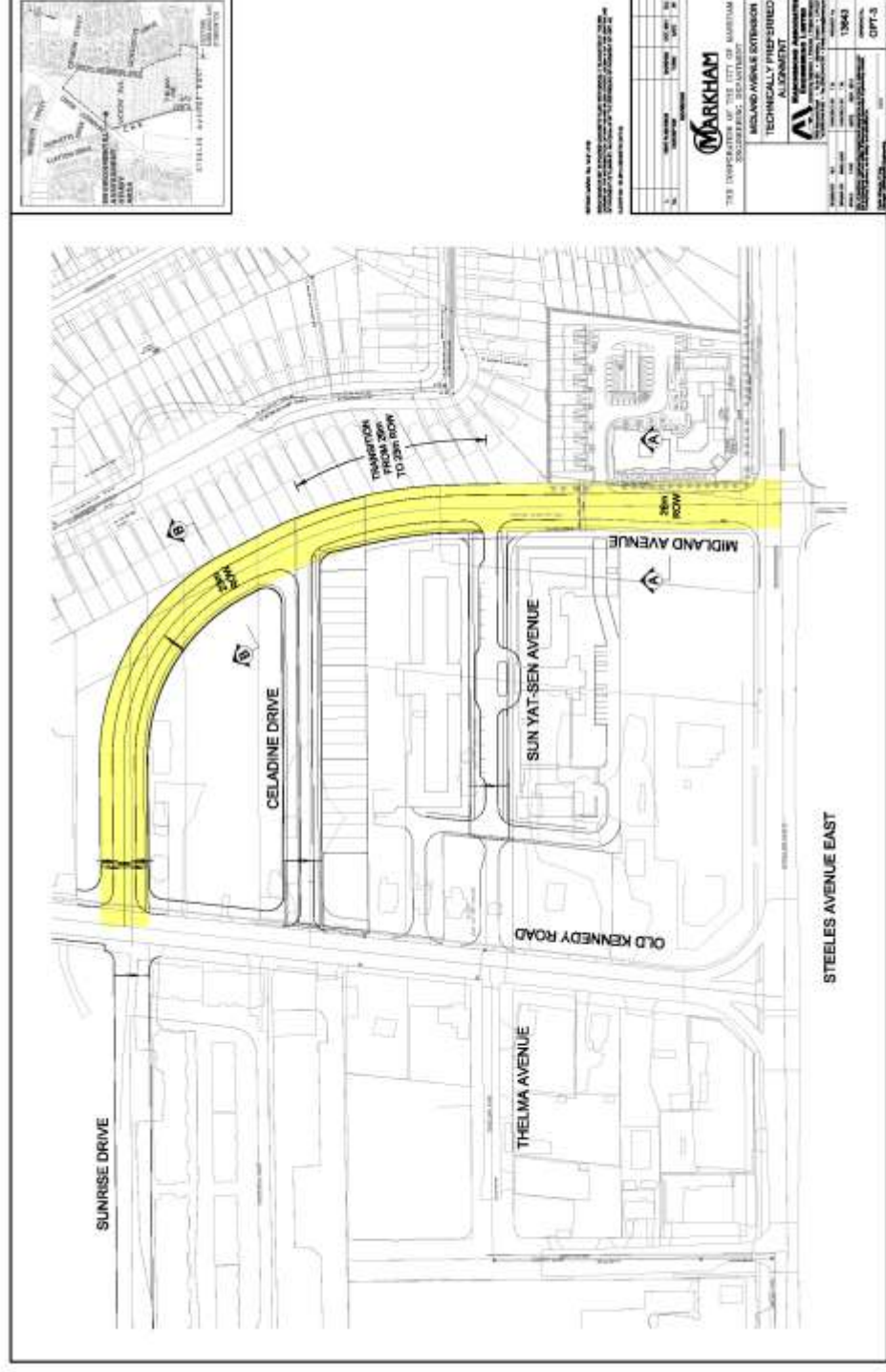
CATEGORIES OF CONSIDERATION	ALIGNMENT OPTIONS			
	Alignment Option #1	Alignment Option #2	Alignment Option #3	Alignment Option #4
	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.	Celadine Dr. Intersection at Old Kennedy Rd.	Sunrise Dr. Intersection at Old Kennedy Rd.	Continuous Road with Old Kennedy Rd.
Natural Environment (20%)	6.0	6.0	9.0	9.0
Cultural Environment (20%)	5.0	6.3	7.7	7.7
Socio-Economic Environment (20%)	3.8	5.3	8.8	6.0
Transportation/ Utilities (20%)	4.8	5.3	8.3	8.8
Financial/ Technical (20%)	7.6	7.3	6.9	5.1
Total Normalized Score =	5.4	6.0	8.1	7.3
PREFERRED				

Scoring Definition:



Phase 3 – EA Process

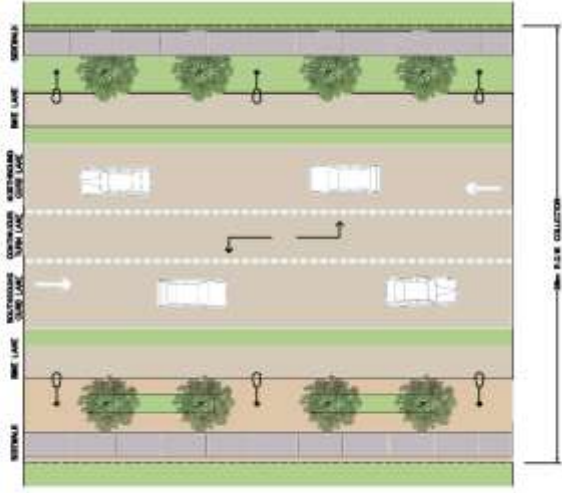
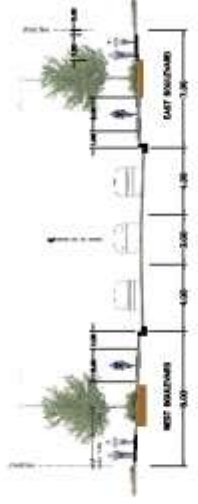
Preferred Alignment



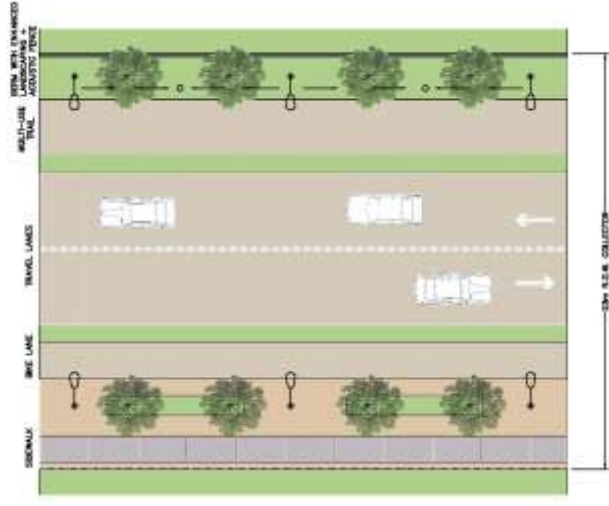
Phase 3 – EA Process

Preferred Alignment Cross Sections

Section A-A: 26m Right Of Way



Section B-B: 23m Right of Way



Phase 3 – EA Process

Preferred Alignment Advantages

- The main criteria that contribute to Alignment Option #3 as preferred are as follows:
 - This alignment provides a transportation network to support developments for Milliken (OPA 144).
 - Best resolution of the Class EA problem statement (additional north/south minor collector road).
 - Provides better intersection operations and design configurations.
 - High opportunity for enhanced natural environment conditions, i.e. groundwater recharge and improved stormwater quality.
 - Relatively low impact to both existing and approved land uses.
 - Minimal to no impact to existing residences on Celadine Drive and planned senior's housing (long term care facility) on Sun Yat-Sen Avenue.
 - No adverse impact to church property.
 - Minimal impact to heritage resources.

Phase 3 – EA Process

Preliminary Cost Estimate

- Preliminary Cost Estimate:
 - ▣ Total Cost = \$1.2M construction + property cost
 - Developer Cost → 86% of construction + 100% property cost
 - City of Markham Cost → 14% of construction (DC citywide hard development)

Statutory & Non-Statutory Consultation

- Notice of Study Commencement
 - Mailed to residents within the study area and agencies on February 12th, 2014
 - Advertised in the Newspaper February 13th, 2014 & February 20th, 2014
- PIC #1 – May 14th, 2014
 - Mailed to residents within the study area and agencies
 - Advertised in the Newspaper April 24th, 2014 & May 8th, 2014
- PIC #2 – November 11th, 2014
 - Mailed to residents within the study area and agencies
 - Advertised in the Newspaper October 23rd, 2014 & November 6th, 2014
- Private landowner meetings
 - Various informal meetings with affected landowners and landowners group

Next Steps

- Subject to Council's Endorsement, file the Environmental Study Report (ESR) with the Ministry of the Environment and Climate Change (MOECC) in June 2015 for 30 day mandatory public review period
- Anticipated design completion – Summer 2016
- Anticipated property acquisition – Winter 2016/2017
- Anticipated start of construction – Summer/Fall 2017
(subject to property acquisition)

Additional Slides

Phase 3 – EA Process

Evaluation Matrix

CATEGORIES OF CONSIDERATION	CRITERIA	ALIGNMENT OPTIONS							
		Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4	
	Definitions	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.		Celadine Dr. Intersection at Old Kennedy Rd.		Sunrise Dr. Intersection at Old Kennedy Rd.		Continuous Road with Old Kennedy Rd.	
		Score	Notes	Score	Notes	Score	Notes	Score	Notes
	Terrestrial - impacts to wetlands; Vegetation community mortality/stress/composition change; Removal of significant trees/ground flora; Reduction/deterioration of or other changes to wildlife habitat	10	There are no existing wetlands in the study area. All land within the study area is highly urbanized and has already been impacted by human use. There are no provincially or regionally significant plant species observed within the study area. None of the proposed options for the Midland Avenue extension impacts significant wildlife habitat features or functions as defined by the Provincial Policy Statement.	10	There are no existing wetlands in the study area. All land within the study area is highly urbanized and has already been impacted by human use. There are no provincially or regionally significant plant species observed within the study area. None of the proposed options for the Midland Avenue extension impacts significant wildlife habitat features or functions as defined by the Provincial Policy Statement.	10	There are no existing wetlands in the study area. All land within the study area is highly urbanized and has already been impacted by human use. There are no provincially or regionally significant plant species observed within the study area. None of the proposed options for the Midland Avenue extension impacts significant wildlife habitat features or functions as defined by the Provincial Policy Statement.	10	There are no existing wetlands in the study area. All land within the study area is highly urbanized and has already been impacted by human use. There are no provincially or regionally significant plant species observed within the study area. None of the proposed options for the Midland Avenue extension impacts significant wildlife habitat features or functions as defined by the Provincial Policy Statement.
Natural Environment	Aquatic - Removal/change of existing habitat (including food/shelter); Change in water quality, baseflow/water table; Construction timing impacts on spawning/nursery areas	10	There is no existing aquatic habitat.	10	There is no existing aquatic habitat.	10	There is no existing aquatic habitat.	10	There is no existing aquatic habitat.
	Groundwater - Changes to groundwater recharge/discharge areas, quantity and quality; Interference with groundwater movement	2	There is no infiltration anticipated, and no interference with groundwater movement as the water table is below 4m from surface.	2	There is no infiltration anticipated, and no interference with groundwater movement as the water table is below 4m from surface.	8	There is high potential for infiltration (single loaded road), and no interference with groundwater movement as the water table is below 4m from surface.	8	There is high potential for infiltration (single loaded road), and no interference with groundwater movement as the water table is below 4m from surface.
	Surface Drainage - Diversion/channelization of watercourses; Drainage catchments; Changes to flood plain function; Stormwater management opportunities	2	As per the approved Master Drainage Plan, storm drainage will be diverted to the existing outlet provided and oversized through the existing subdivision (Riseborough Phase 4) to the east. There is little to no opportunity for stormwater management due to existing approved developments.	2	As per the approved Master Drainage Plan, storm drainage will be diverted to the existing outlet provided and oversized through the existing subdivision (Riseborough Phase 4) to the east. There is little to no opportunity for stormwater management due to existing approved developments.	8	As per the approved Master Drainage Plan, storm drainage will be diverted to the existing outlet provided and oversized through the existing subdivision (Riseborough Phase 4) to the east. There is high opportunity for stormwater management due to high potential for infiltration.	8	As per the approved Master Drainage Plan, storm drainage will be diverted to the existing outlet provided and oversized through the existing subdivision (Riseborough Phase 4) to the east. There is high opportunity for stormwater management due to high potential for infiltration.
	Score =	6.0		6.0		9.0		9.0	

Phase 3 – EA Process

Evaluation Matrix

CATEGORIES OF CONSIDERATION	CRITERIA	ALIGNMENT OPTIONS									
		Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4			
	Definitions	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.		Celadine Dr. Intersection at Old Kennedy Rd.		Sunrise Dr. Intersection at Old Kennedy Rd.		Continuous Road with Old Kennedy Rd.			
		Score	Notes	Score	Notes	Score	Notes	Score	Notes		
Cultural Environment	Heritage Resources - Impacts to designated/listed built heritage features	2	One of the resources (51 Old Kennedy, c. 1895 and in poor condition) is totally impacted (requiring demolition or removal) and the other (59 Old Kennedy, c.1885) is slightly impacted due to the road ROW being immediately adjacent to the south façade.	4	This scenario impacts 1 listed heritage resource (93 Old Kennedy, c.1925). This property was considered worthy of designation and a Heritage Easement Agreement was recommended as a condition of development approval in 2010. The resource is negatively impacted due to the building being within the road ROW of an expanded Celadine Drive.	7	The south façade of one resource (93 Old Kennedy Road, c. 1925) is inside the municipal ROW of an expanded Celadine Drive but not impacted by the actual road. This property was considered worthy of designation and a Heritage Easement Agreement was recommended as a condition of development approval in 2010. This resource is negatively impacted due to the building being within the road ROW.	7	The south façade of one resource (93 Old Kennedy Road, c. 1925) is inside the municipal ROW of an expanded Celadine Drive but not impacted by the actual road. This property was considered worthy of designation and a Heritage Easement Agreement was recommended as a condition of development approval in 2010. This resource is negatively impacted due to the building being within the road ROW.		
	Heritage Resources - Impacts to cultural landscapes (historic, scenic heritage roads)	3	Given that one building is to be removed and another compromised, the cultural landscape around the heritage resources would be impacted.	5	Given that the building is compromised, the cultural landscape around the heritage resource would be impacted.	8	Given that the building is compromised, the cultural landscape around the heritage resource would be impacted.	8	Given that the building is compromised, the cultural landscape around the heritage resource would be impacted.		
	Archaeological Resources - Impacts to known archaeological sites	10	All land within the proposed alignment has been disturbed, therefore there is no further archaeological assessment required.	10	All land within the proposed alignment has been disturbed, therefore there is no further archaeological assessment required.	8	There is one section of land within this proposed alignment which has been identified as having archaeological potential and requires a Stage 2 Assessment.	8	There is one section of land within this proposed alignment which has been identified as having archaeological potential and requires a Stage 2 Assessment.		
	Score =	1	5.0	6.3		7.7		7.7			

Phase 3 – EA Process

Evaluation Matrix

CATEGORIES OF CONSIDERATION	CRITERIA	ALIGNMENT OPTIONS									
		Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4		Notes	Score
		Score	Notes	Score	Notes	Score	Notes	Score	Notes		
Socio-Economic Environment	Definitions	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.		Celadine Dr. Intersection at Old Kennedy Rd.		Sunrise Dr. Intersection at Old Kennedy Rd.		Continuous Road with Old Kennedy Rd.			
	Land Use - Compatibility with land use designations/policy and approved development proposals; impacts to agricultural and other business operations	3	This alignment complies with the July 2006, Main Street Milliken Secondary Plan, OPA 144, as amended. This ROW alignment will impact a small portion of approved developments. This alignment would require decommissioning of an existing gas station and trailer storage business, but no impact to any agricultural business operations.	6	This alignment complies with the July 2006, Main Street Milliken Secondary Plan, OPA 144, as amended. This ROW alignment will impact 2 existing townhouses and a vacant serviced lot. The alignment will not impact any existing agricultural or other business operations.	9	This alignment complies with the July 2006, Main Street Milliken Secondary Plan, OPA 144, as amended. The alignment will not impact any existing agricultural or other business operations.	3	This alignment does not comply with the July 2006, Main Street Milliken Secondary Plan, OPA 144, as amended, and was deleted as a major collector road which would have been the realignment of Old Kennedy Road. This alignment would adversely impact the Logos Baptist Church and their proposed expansion for an academy business, but no impact to any agricultural business operations.		
	Noise - changes in sound levels in noise sensitive areas	4	Residential developments have noise control measures already in place and no further action is required. However, there will be a negative impact to the residents of the approved long term care facility fronting onto this road.	4	Residential developments have noise control measures already in place and no further action is required. However, there will be a negative impact to the residents of the existing townhomes fronting this road.	9	Residential developments have noise control measures already in place and no further action is required.	9	Residential developments have noise control measures already in place and no further action is required.		
	Communities - Encroachment on communities/individual properties; Changes to community connectivity (cultural/social linkages); impacts to community amenities (recreational/institutional)	5	Direct impact to 2 properties (51 & 59 Old Kennedy Road). No direct impact to cultural/social linkages. Impact to the day-to-day safe operation of the future approved seniors housing and long-term care facility.	7	Direct impact to potentially 2 townhouses and a vacant serviced lot on Celadine Drive. No direct impact to cultural/social linkages or community amenities.	8	Direct impact to one consolidated owner (103, 113 & 123 Old Kennedy Road). No direct impact to cultural/social linkages or community amenities.	3	Direct impact to the operation of the existing place of worship (133 Old Kennedy Road). Direct impact to lands owned by one consolidated owner (103, 113, 123 Old Kennedy Road).		
	Air Quality - Changes to air quality at sensitive receptors	3	Although the alignment works would not exceed relevant air quality guidelines, it is anticipated that there would be a negative impact with respect to air quality to the approved long term care facility residents.	4	Although the alignment works would not exceed relevant air quality guidelines, it is anticipated that there would be a negative impact with respect to air quality to the existing townhouse residents.	9	The alignment works would not exceed relevant air quality guidelines.	9	The alignment works would not exceed relevant air quality guidelines.		
	Score =	3.8		5.3		8.8		6.0			

Phase 3 – EA Process

Evaluation Matrix

CATEGORIES OF CONSIDERATION	CRITERIA	ALIGNMENT OPTIONS							
		Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4	
	Definitions	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.	Celadine Dr. Intersection at Old Kennedy Rd.	Score	Notes	Score	Notes	Score	Notes
Transportation / Utilities	Transportation Network/Infrastructure - Changes to transportation network (capacity, access)	Physical alignment can only achieve local operating conditions. Result is a significant reduction in operating capacity. Not sufficient in operating capability to meet requirements of the community/OPA144. Increases traffic flow adjacent to approved long term care facility development. Projected vehicle flow will reduce operating efficiency of driveways and intersections.	Physical alignment can only achieve local operating conditions. Result is a significant reduction in operating capacity. Not sufficient in operating capability to meet requirements of the community/OPA144. High impact to existing townhouse unit driveways. Intersection operations acceptable.	3		8	Achieves collector road operating conditions. Maximizes opportunity to utilize traffic signal at Steeles Avenue and Midland Avenue intersection. Enhances network and balances travel flow demands.	9	Achieves the highest capacity for all the alignment alternatives and maximizes opportunity to utilize traffic signal at Steeles Avenue and Midland Avenue intersection. Enhances network and balances travel flow demands.
	Transportation Network/Infrastructure - Compatibility with transportation policy initiatives (transit, active transportation, traffic calming)	Does not fulfill the requirements of a collector road classification extension requirement. Does not provide for transit or active transportation. Bus operation is not permitted due to geometry constraints; sidewalks can accommodate pedestrians; bike route for bicyclists. Not consistent with transportation policies.	Does not fulfill the requirements of a collector road classification extension requirement. Does not provide for transit or active transportation. Bus operation is not permitted due to geometry constraints; increased pedestrian accessibility, greater sidewalk extension into Community; bike route for bicyclists. Not consistent with transportation policies.	3		7	Enables improved community road network operations. Permits transit and active transportation modes of transportation. Potential bus service can be achieved; improved pedestrian accessibility to all transit services and the Community as a whole; bike route for bicyclists. Fulfills transportation policies and objectives.	8	Enables maximum/enhanced community road network operations. Permits transit and active transportation modes of transportation. Potential bus service can be achieved; maximum pedestrian accessibility to all transit services and the Community as a whole; bike route for bicyclists. Fulfills transportation policies and objectives.
	Municipal Services and Utilities - Changes to opportunities for municipal services	All municipal services and utilities will be made available and have no constraints. However, there is no additional improved SWM opportunities.	All municipal services and utilities will be made available and have no constraints. However, there is no additional improved SWM opportunities.	5		8	All municipal services and utilities will be made available and have no constraints. However, there is high potential for enhanced SWM via bioswale application.	8	All municipal services and utilities will be made available and have no constraints. However, there is high potential for enhanced SWM via bioswale application.
	Municipal Services and Utilities - Impacts to utilities (existing and proposed plant)	No barriers to serviceability.	No barriers to serviceability.	10		10	No barriers to serviceability.	10	No barriers to serviceability.
	Score =	4.8	5.3			8.3		8.8	

Phase 3 – EA Process

Evaluation Matrix

CATEGORIES OF CONSIDERATION	CRITERIA	ALIGNMENT OPTIONS									
		Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4			
		Score	Notes	Score	Notes	Score	Notes	Score	Notes		
Financial/ Technical	Definitions	Sun Yat Sen Ave. Intersection at Old Kennedy Rd.		Celadine Dr. Intersection at Old Kennedy Rd.		Sunrise Dr. Intersection at Old Kennedy Rd.		Continuous Road with Old Kennedy Rd.			
	Financial - Land to be purchased	8	Second least expensive	9	Least expensive	4	Second most expensive	2	Most expensive		
	Financial - Construction cost (including heritage mitigation measures)	7	Second least expensive	9	Least expensive	4	Second most expensive	2	Most expensive		
	Financial - Operation and maintenance	8	Least length of road to maintain, but snow removal in front of the seniors/long term care facility will have to be implemented; i.e. there will be less snow storage available on the boulevard.	6	Lesser length of road to maintain, but proposed road runs along townhouse frontages (potentially both sides of the road), which will restrict snow storage causing requirement for potential snow removal.	4	More length of road to maintain; the road length is relatively long (compared to all options), however regular snow plowing is applicable.	2	Most length of road to maintain; the road length is longest (compared to all options), however regular snow plowing is applicable.		
	Financial - Compatibility with municipal capital budget/resources	10	This is a Developer's Group and ASDC funded initiative.	10	This is a Developer's Group and ASDC funded initiative.	10	This is a Developer's Group and ASDC funded initiative.	10	This is a Developer's Group and ASDC funded initiative.		
	Technical - Roadway geometric design requirements	3	Does not meet the design criteria as a collector road. Can only be classified as a public lane way. Approximately 90 degree alignment, which is an unfavourable geometric design for a collector road.	3	Does not meet the design criteria as a collector road. Can only be classified as a public lane way. Approximately 90 degree alignment, which is an unfavourable geometric design for a collector road.	7	The alignment meets geometric design as a collector road for posted and design speed limits of 40km/hr and 50km/hr respectively.	7	The alignment meets and exceeds the geometric design as a collector road for posted and design speed limits of 40km/hr and 50km/hr respectively.		
	Technical - Structural/foundation/pavement design requirements; Topography; Cut/fill; Constructability (extraordinary requirements)	10	Geotechnical investigations in the area indicate there are no geotechnical concerns that would impact this alignment. Markham standard road pavement design required. There are no extraordinary requirements for construction, including cut/fill.	10	Geotechnical investigations in the area indicate there are no geotechnical concerns that would impact this alignment. Markham standard road pavement design required. There are no extraordinary requirements for construction, including cut/fill.	10	Geotechnical investigations in the area indicate there are no geotechnical concerns that would impact this alignment. Markham standard road pavement design required. There are no extraordinary requirements for construction, including cut/fill.	10	Geotechnical investigations in the area indicate there are no geotechnical concerns that would impact this alignment. Markham standard road pavement design required. There are no extraordinary requirements for construction, including cut/fill.		
	Technical - Staging Requirements	7	Relocation of heritage home, if allowed, will require some staging.	4	Existing townhouses will require full access during construction, which requires considerable staging. There will also be relocation of a heritage home, if allowed which requires some staging.	9	No staging required (brownfield, no relocation of structures/heritage features).	3	Potential staging required with the church operation.		
	Score =	7.6		7.3		6.9		5.1			

Phase 3 – EA Process

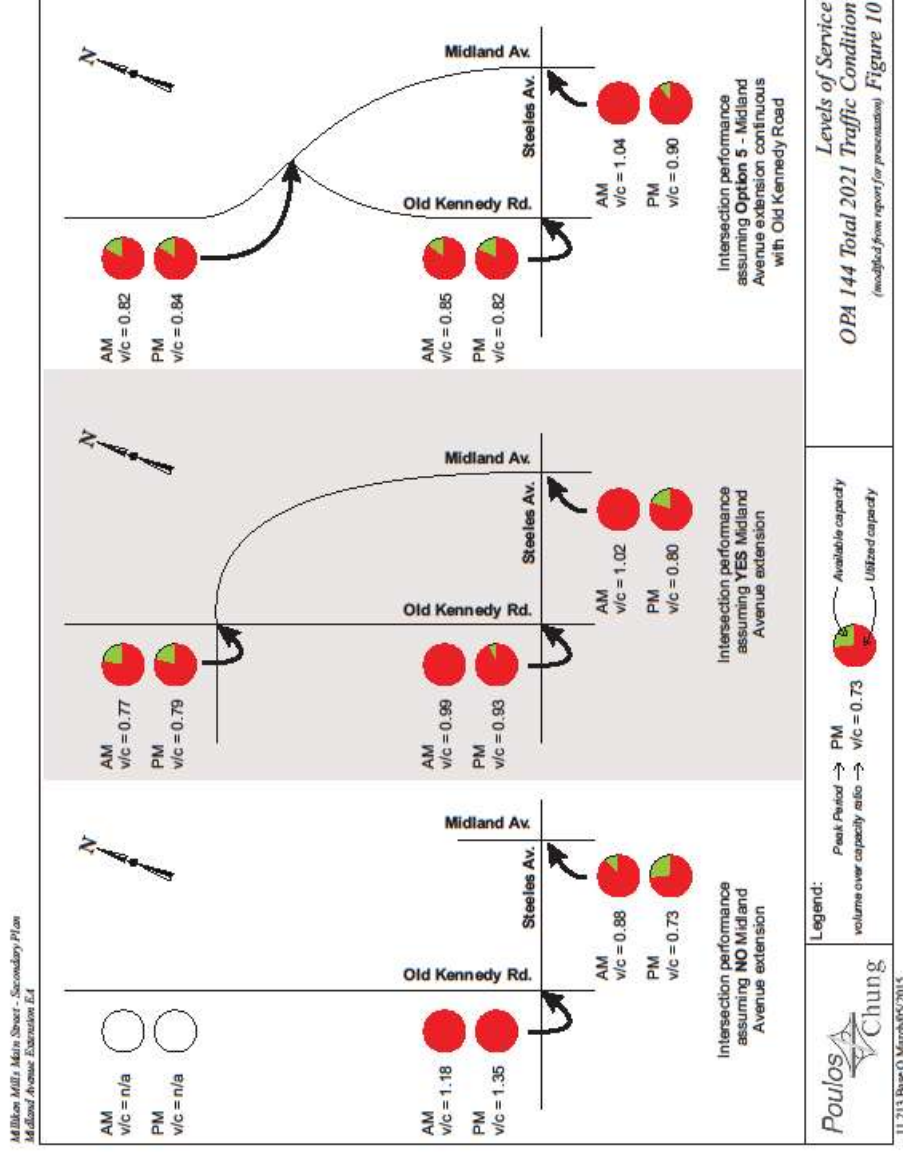
Evaluation Matrix

Note: A sensitivity analysis was performed with Transportation/Utilities weighted at 40% and all other categories at 15%. The resulting scores were as follows:

	Alignment Option #1		Alignment Option #2		Alignment Option #3		Alignment Option #4
Total Weighted Score =	①	5.2	①	5.8	②	8.1	③ 7.7

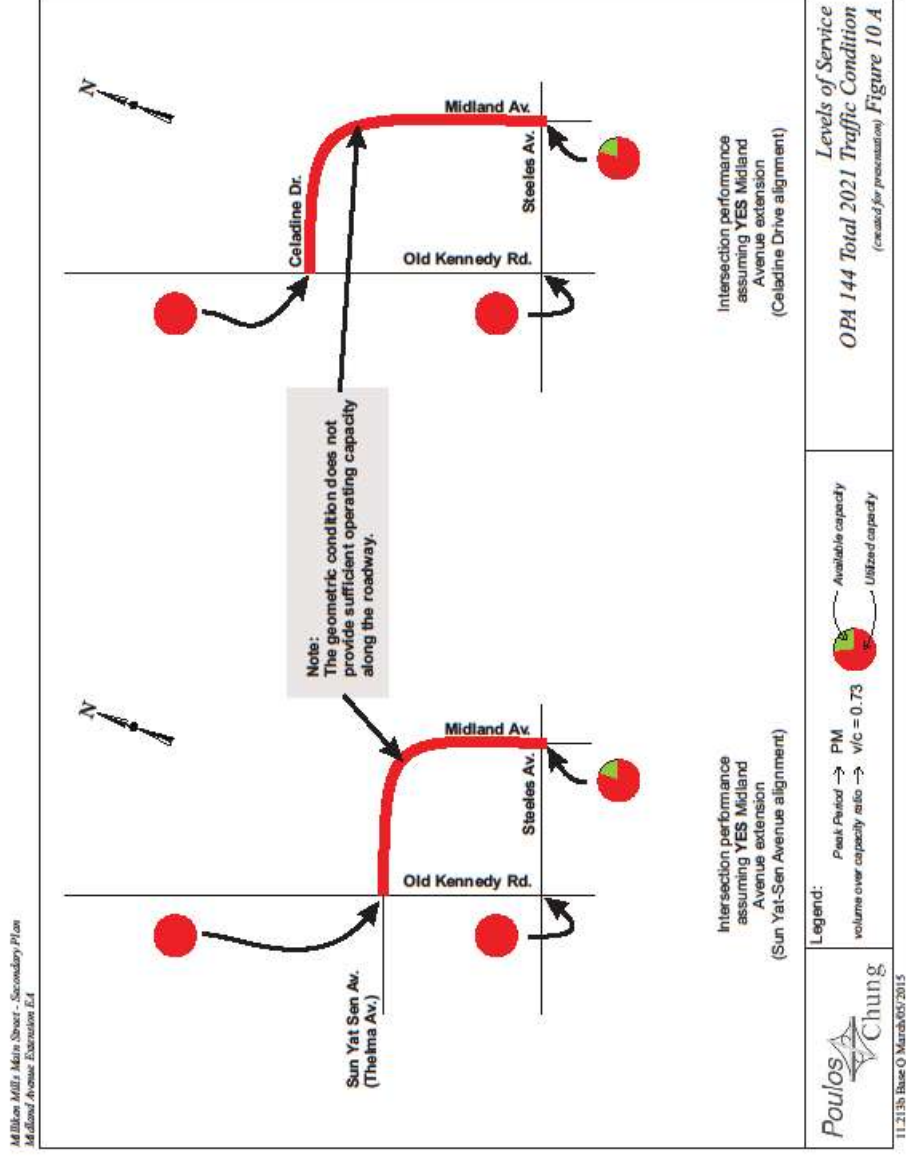
Phase 3 – EA Process

Transportation Analysis



Phase 3 – EA Process

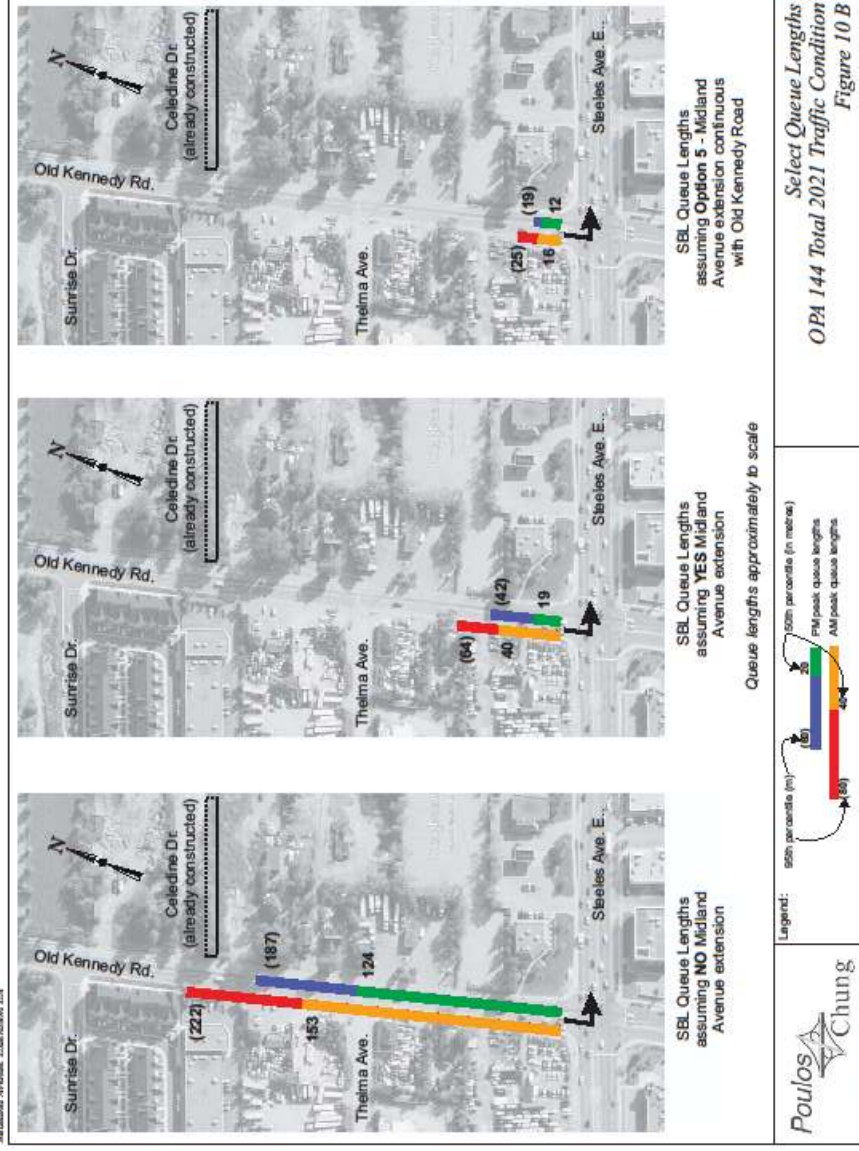
Transportation Analysis



Phase 3 – EA Process

Transportation Analysis

Milliken Mills Main Street - Secondary Plan
Midland Avenue Extension E4



Phase 3 – EA Process

