



City of Vaughan

# Portage Parkway Environmental Assessment

Public Information Centre No. 2

March 9, 2016



# Welcome to the Public Information Centre

This Public Information Centre (PIC) is the second of two PICs held for the Environmental Assessment (EA) Study for Portage Parkway Widening and Easterly Extension to Creditstone Road.

The first PIC was held in November, 2015 to obtain public input on:

- Background to the study and existing conditions of the study area
- Transportation problems or opportunities and solutions

At this PIC, we welcome your input on:

- Design concepts for the preferred solutions
- Potential effects of the project and ways to avoid or minimize impacts

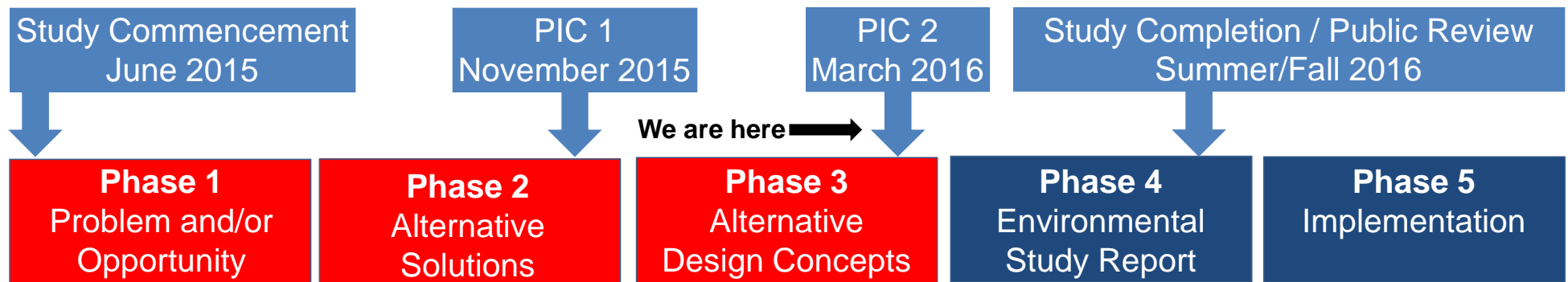
You are invited to:

- Review the information boards
- Ask questions and discuss your comments with the study team
- Fill out and submit a comment sheet
- Sign in to receive future updates on the study
- Visit the project website:

[www.vaughan.ca/projects/projects\\_and\\_studies/environmental\\_assessment\\_studies/Pages/Class-EA-Study-for-Portage-Parkway.aspx](http://www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/Pages/Class-EA-Study-for-Portage-Parkway.aspx)

# Class EA Process

- ❑ This project is subject to the Municipal Engineers Association ***Municipal Class Environmental Assessment*** (2000 as amended in 2007 and 2011).
- ❑ The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the *Environmental Assessment Act*.
- ❑ This study follows the Class EA process for **Schedule C** projects.

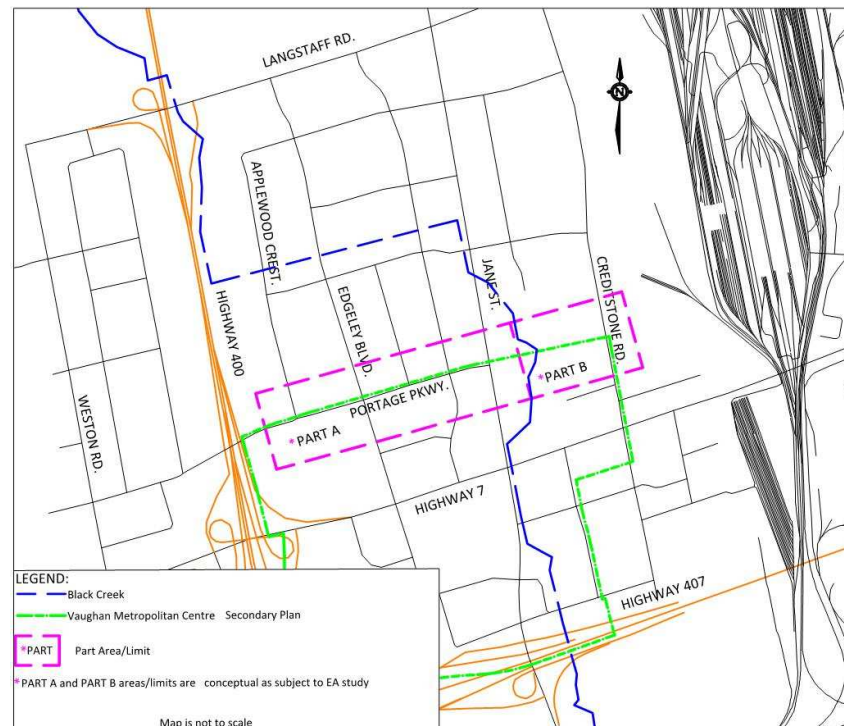


- ❑ The City's Transportation Master Plan, having satisfied Phases 1 and 2, initiated the planning and design process for the Portage Parkway Widening and Easterly Extension to Creditstone Road.
- ❑ This study, proceeding for two interrelated parts, will complete Phases 3 and 4 for:
  - ❑ Portage Parkway Widening and Easterly Extension to Creditstone Road.
    - ❑ Part A - Portage Parkway Widening from Applewood Crescent to Jane Street.
    - ❑ Part B - Portage Parkway Extension from Jane Street to Creditstone Road.

# Study Area

Completion of the Portage Parkway EA Study is being advanced as two interrelated parts, the limits of which are under refinement through the study process as follows:

- ❑ **Part A\*: Widening west of Jane Street** – Widening of Portage Parkway from two to four lanes from Applewood Crescent to West of the Black Creek Channel.
- ❑ **Part B\*: Extension east of Jane Street** – Extension of Portage Parkway from West of the Black Creek Channel to Creditstone Road.



The total distance of the Study Area corridor is approximately 1.5 km.

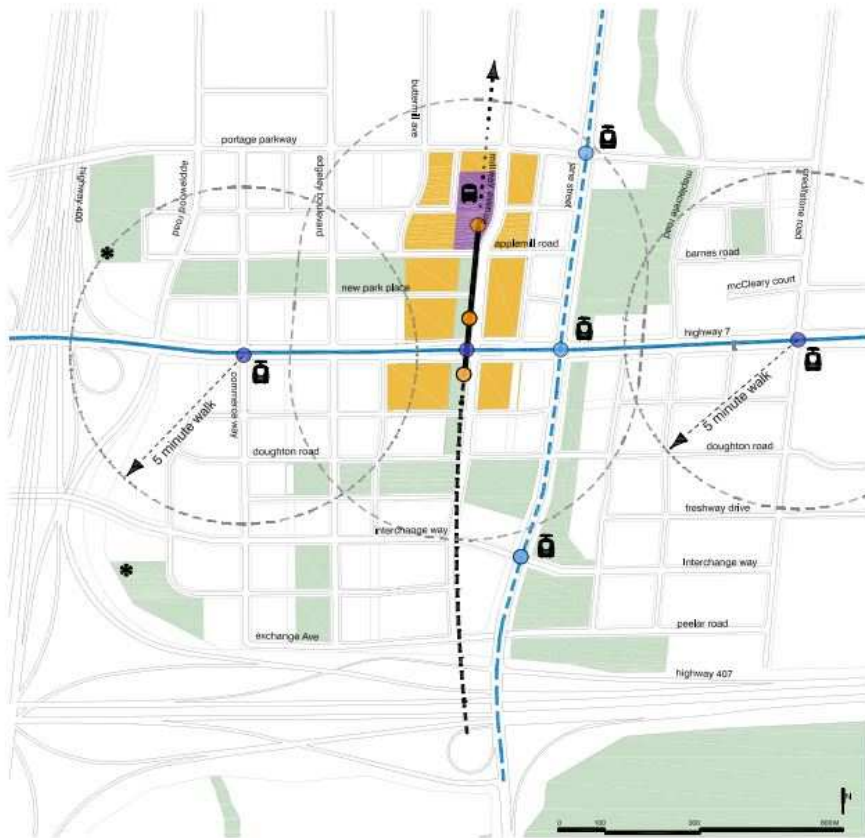


# Vaughan Metropolitan Centre (VMC) Secondary Plan

## SCHEDULE B > TRANSIT NETWORK

### LEGEND

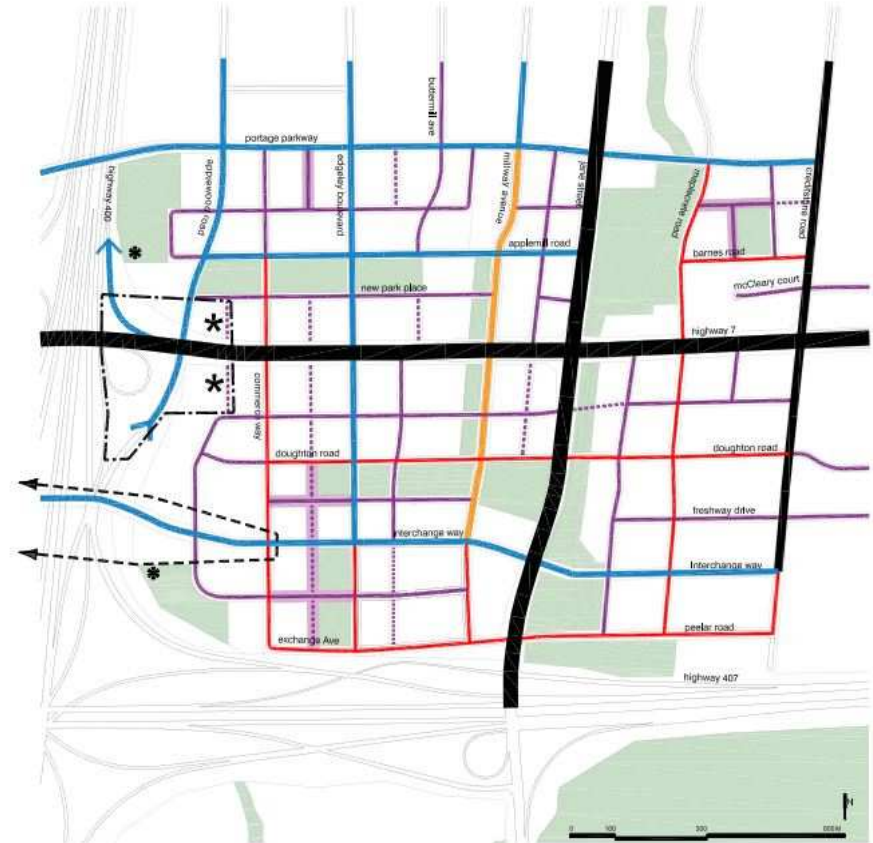
- subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- 5 minute walking radii
- blocks adjacent to subway
- bus station
- see Policy 6.3.2
- spadina subway alignment
- future spadina subway extension
- spadina subway station box
- highway 7 rapidway
- potential Jane street rapidway
- potential viva stations
- major parks and open spaces



## SCHEDULE C > STREET NETWORK

### LEGEND

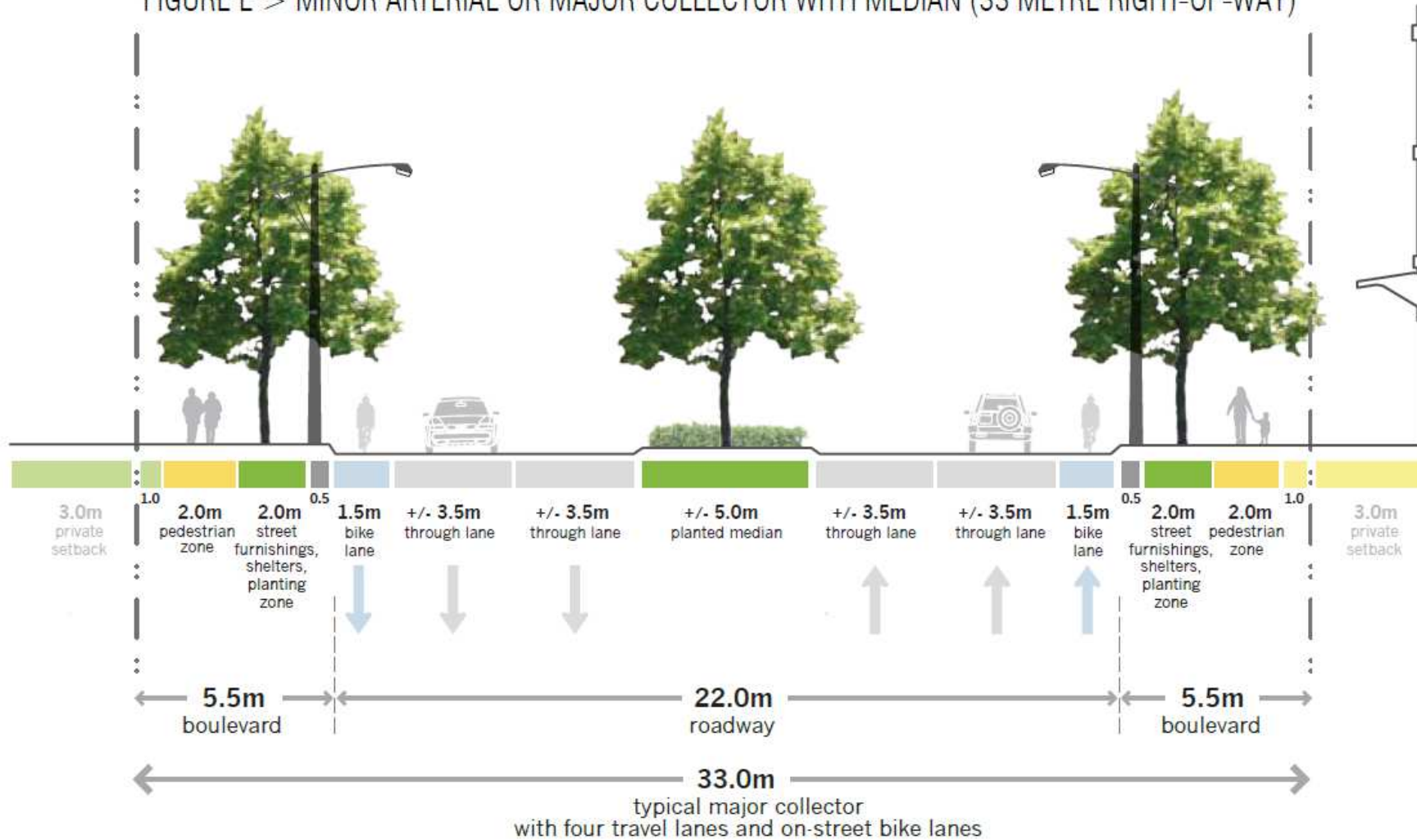
- arterials (width to be consistent with Region of York Official Plan)
- minor arterial (33 m)
- major collectors (28-33 m)
- special collector (33 m)
- minor collectors (23-26 m)
- local streets (20-22 m)
- mews or local streets (15-17 m) (see Policy 4.3.17)
- Colossus Drive overpass corridor protection area (see Policy 4.3.11)
- major parks and open spaces
- see Policy 4.3.2
- see Policy 4.3.18
- see Policy 6.3.2
- Special Study Area 'A' (See Policy 4.3.10)



The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015  
 The VMC Plan – Superseded – As Partially Approved by the Ontario Municipal Board on November 18, 2015.

# Design - VMC Secondary Plan

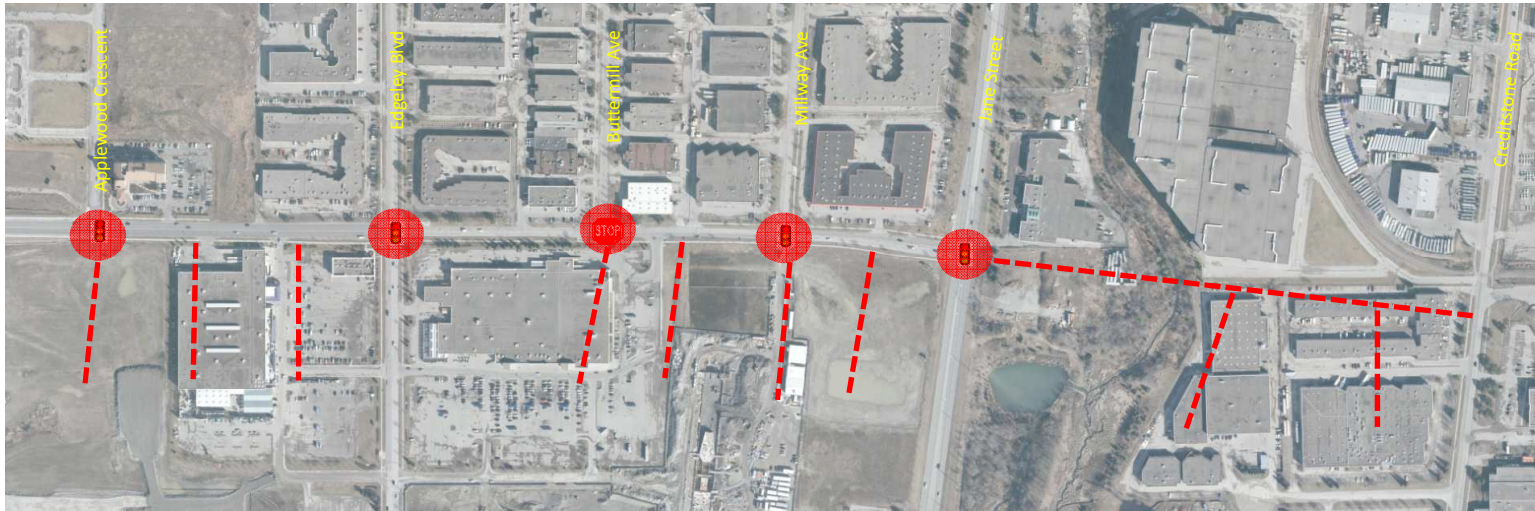
FIGURE E > MINOR ARTERIAL OR MAJOR COLLECTOR WITH MEDIAN (33 METRE RIGHT-OF-WAY)



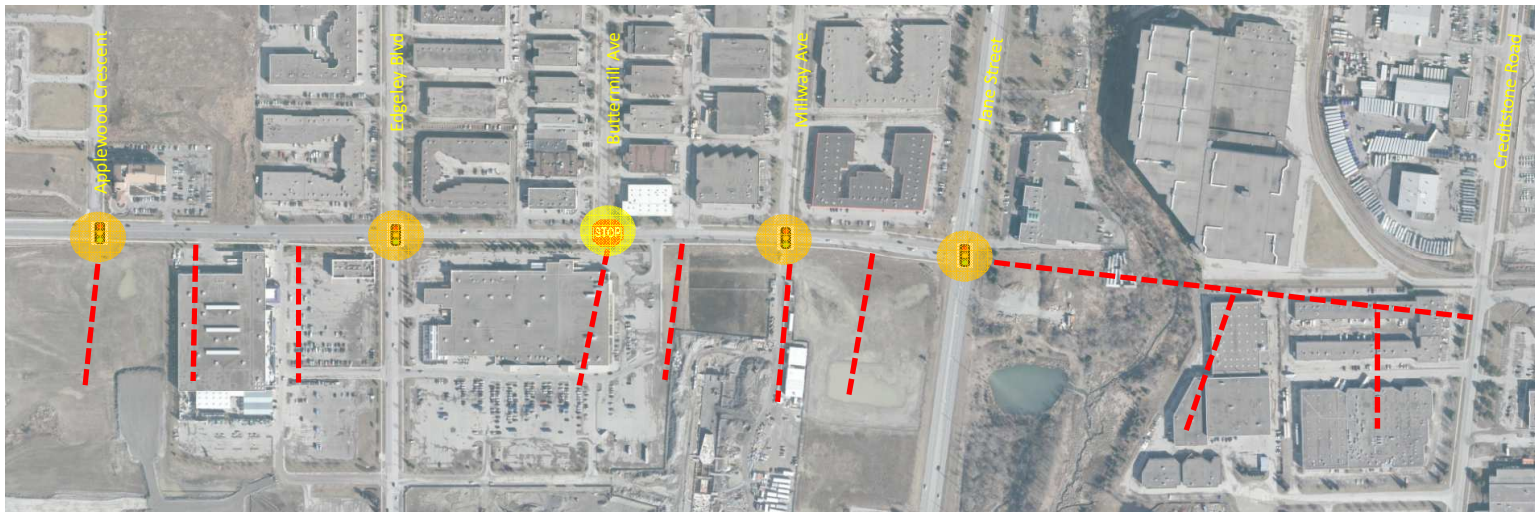
The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015  
 The VMC Plan – Superseded – As Partially Approved by the Ontario Municipal Board on November 18, 2015.



# Summary of PIC No. 1 - Future Traffic Conditions



Future conditions without widening



Future conditions with widening

Level of Service	
A = Free-Flow	OPTIMAL ↑ ↓ CONGESTED
B = Reasonable Free-Flow	
C – D = Medium Flow	
E – F = At Capacity to Congested Flow	

# Summary of PIC No. 1

## Problem and Opportunity

Transportation improvements are needed to support growth within the VMC and surrounding area. Widening and extending Portage Parkway is an opportunity to:

- ❑ Capitalize on existing transportation infrastructure and strengthen east-west grid network,
- ❑ Address travel demand in the VMC and surrounding area,
- ❑ Create an alternate route to bypass the VMC including facilitating trucks as part of a broader strategy,
- ❑ Improve connections to local and regional infrastructure,
- ❑ Support transit-oriented nodes and corridors,
- ❑ Enhance transit ridership, cycling and walking, and
- ❑ Provide an alternate to Highway 7.

## Preferred Solution

- ❑ Travel Demand Management Initiatives are being implemented by the City as a separate strategy
- ❑ Alternative Modes of Transportation, including the provision for continuous sidewalk, cycling systems, connectivity to the subway extension to Highway 7, and rapid transit on Jane Street
- ❑ Localized Intersection and Operational Improvements (e.g., traffic signals, turning lanes)
- ❑ Widening Portage Parkway from Applewood Crescent to Jane Street (e.g., 2 to 4 lanes)
- ❑ Extending Portage Parkway from Jane Street to Creditstone Road (e.g., new 4 lane roadway)



# Summary of Public Comments

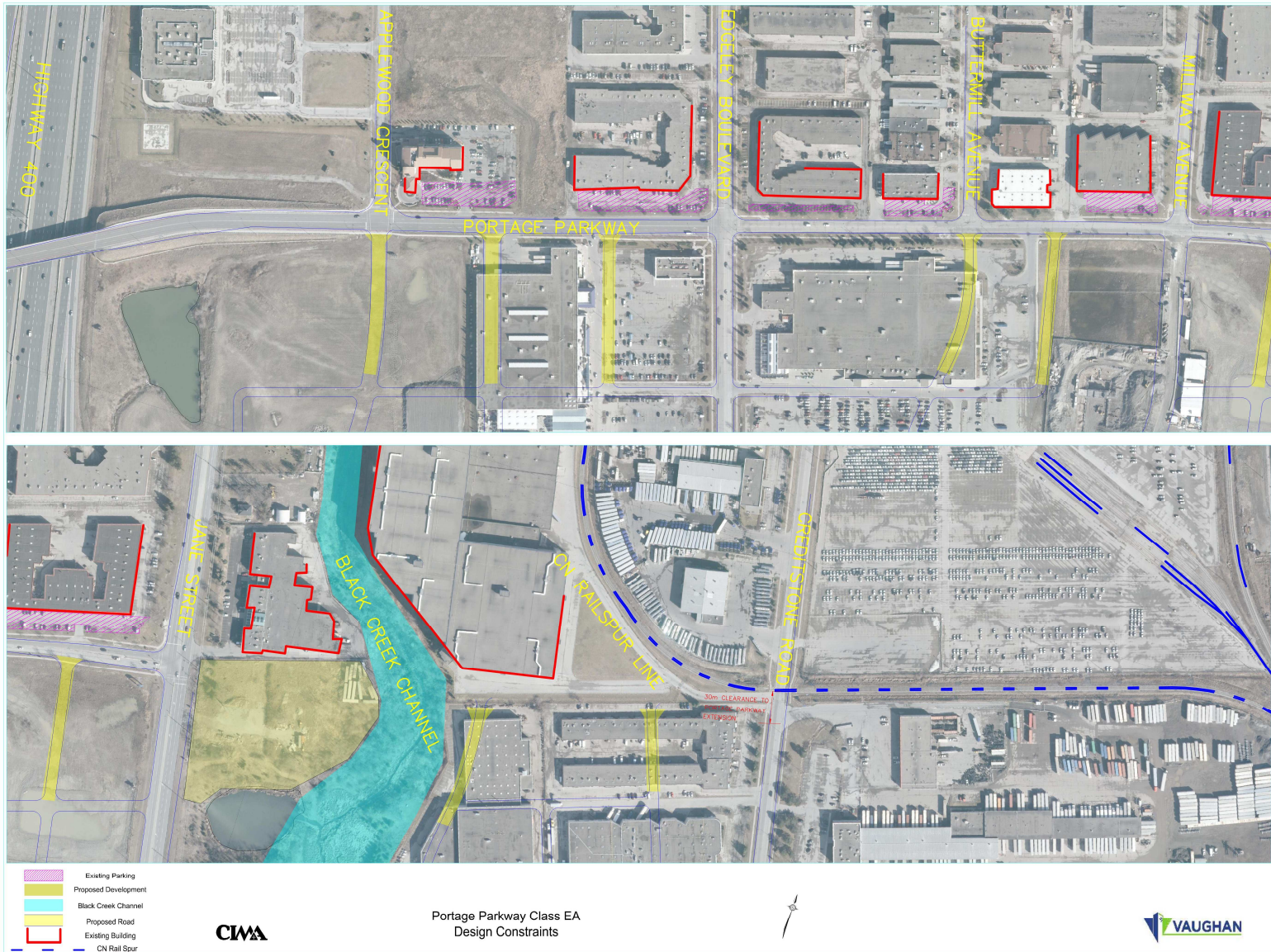
- + Add a dedicated truck route to the Portage Parkway Extension
- + Add an advance green or a turning arrow for the left turn from Pennsylvania Avenue to southbound Applewood Crescent, and from eastbound Portage Parkway to northbound Applewood Crescent
- + Consider compatibility of staged intersection improvements and driveways as part of new developments with the ultimate design for Portage Parkway
- + Consider landscaping
- + Consider proximity of the road extension to the existing CN Rail spur
- + Consider the effects of property needs for right of way
  - + Consider functionality of buildings and businesses
  - + Consider property access, circulation and operations
- + Consider the future viability of the area for industry
- + Effects on the VMC subway station and Millway Avenue
- + Extend the sidewalk on Applewood Crescent north of Portage Parkway
- + Extend Portage Parkway to Keele Street over the CN property
- + Study the extension of Langstaff Road from Creditstone Road to Keele Street

# Summary of Environmental Investigations

---

- + Fluvial Geomorphic Assessment
- + Heritage Impact Assessment
- + Natural Environment Site Reconnaissance
- + Phase 1 Environmental Site Assessment
- + Stage 1 Archaeological Assessment
- + Stormwater Constraints

# Design Constraints









# Design Evaluation Criteria

Criteria considered for assessment of alternative design concepts:

## Cultural

- Archaeology
- Built Heritage and Cultural Landscapes

## Economic

- Capital Costs

## Implementation

- Regulatory Framework
- Construction Staging and Phasing
- Municipal Servicing and Utilities Coordination

## Infrastructure Planning

- Alternative Transportation
- Streetscape
- Level of Service
- Network Capacity
- Planning Policy (Official/Secondary Plans, Transportation Master Plans)
- Stormwater Management
- Traffic Safety

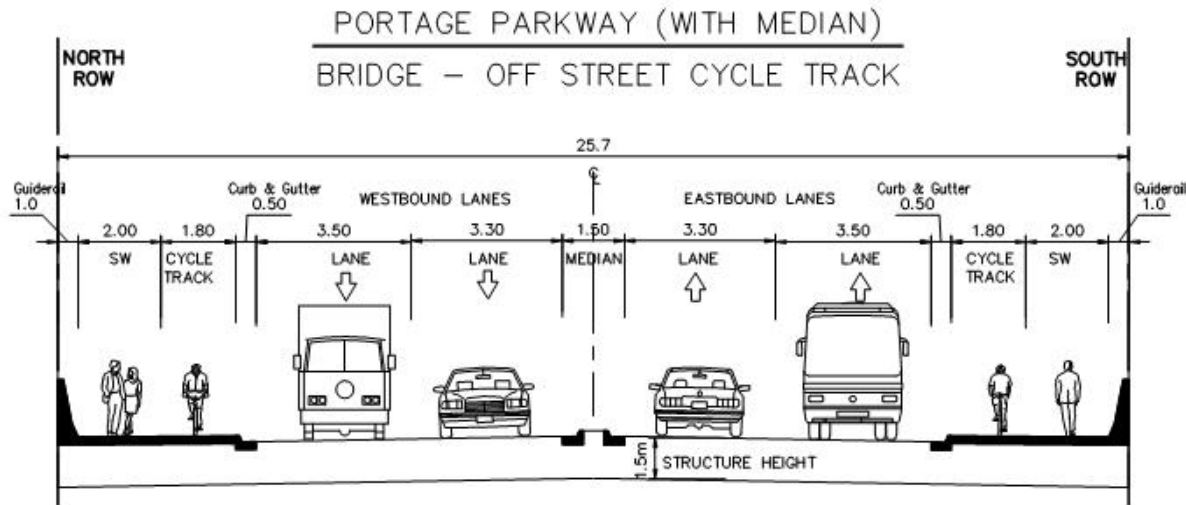
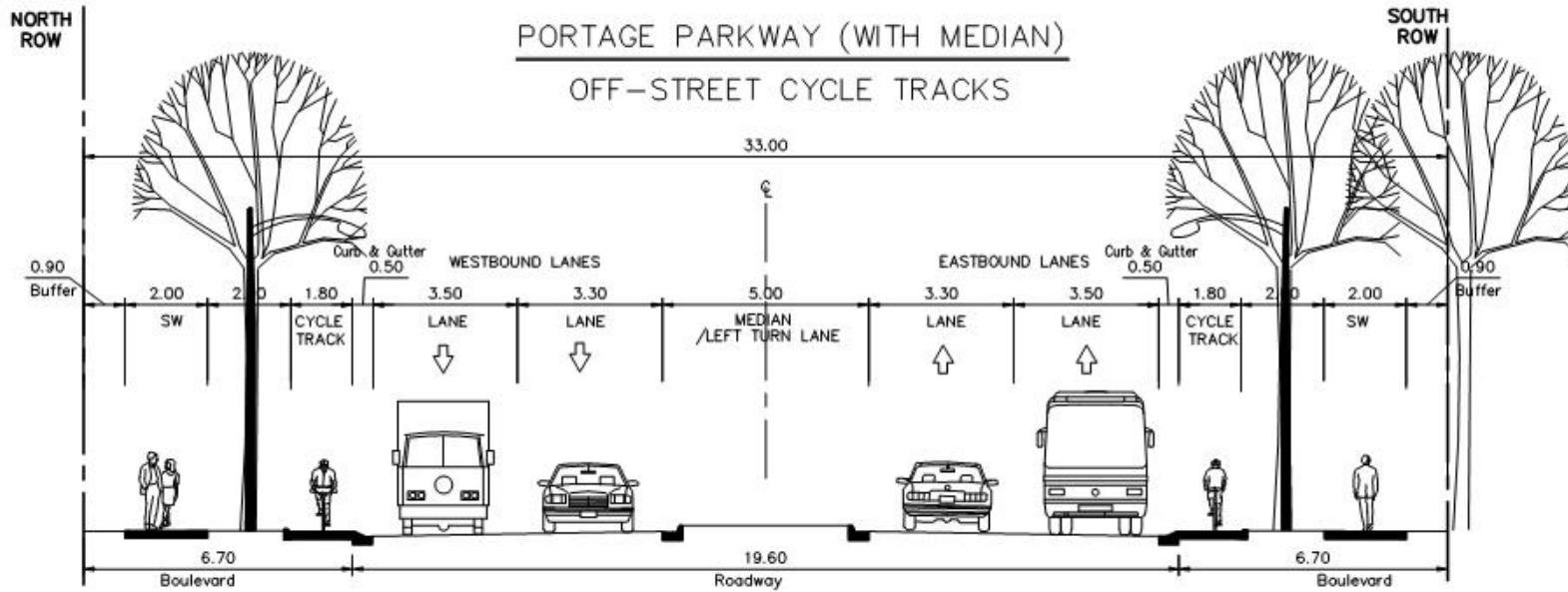
## Natural

- Aquatic
- Avian and Wildlife
- Natural Areas
- Species at Risk
- Vegetation
- Watercourses

## Social

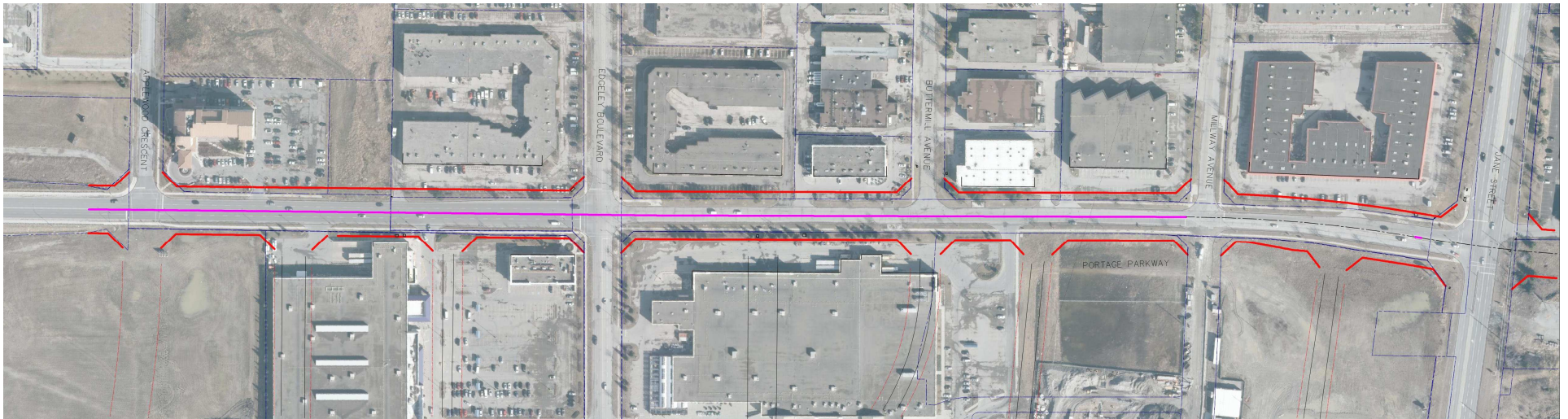
- Air Quality
- Businesses
- Emergency Services
- Noise
- Property Access

# Typical Cross-sections

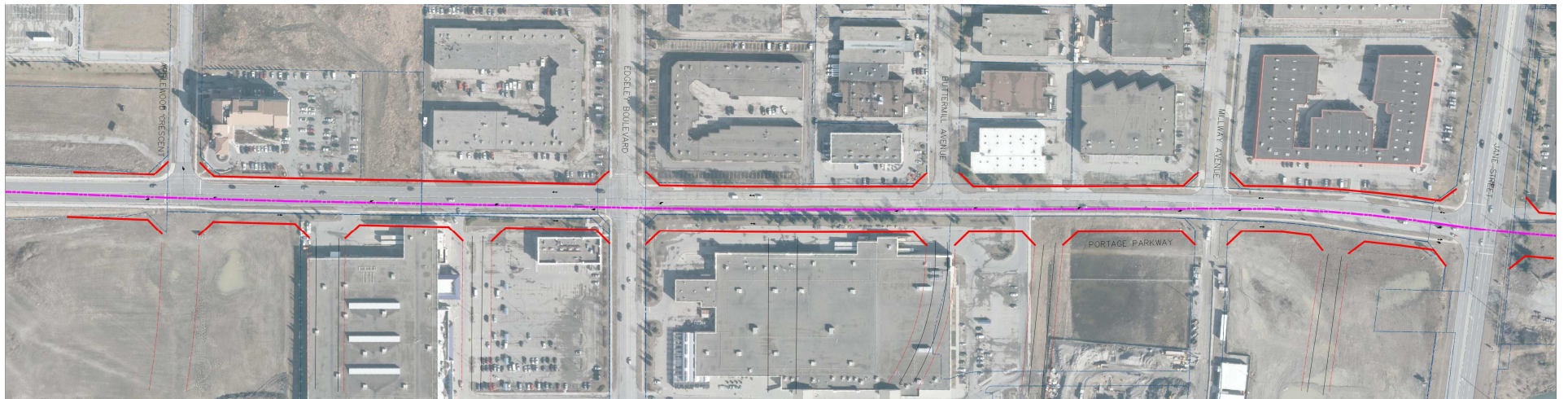




# Portage Parkway Widening Options West of Jane Street



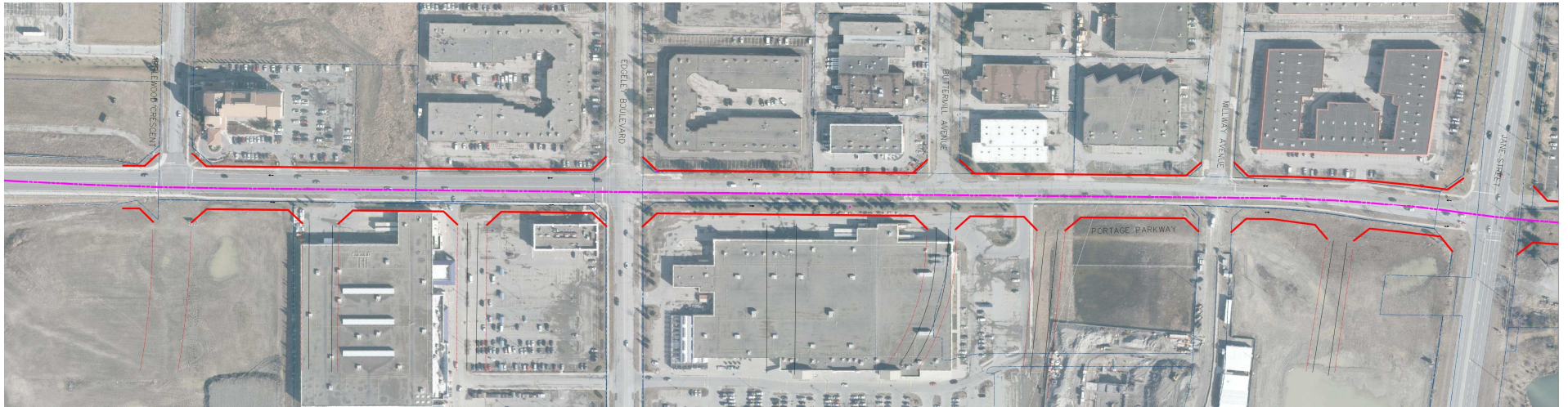
**Option 1 – Widening equally about the centerline removes a row of parking from all properties on the North side.**



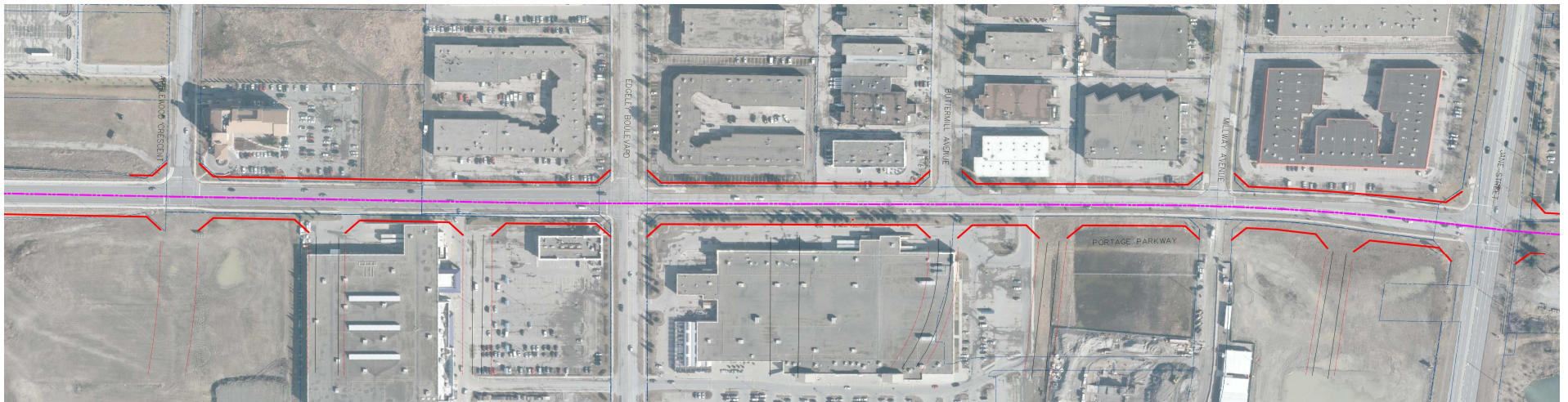
**Option 2 - Widening to the South avoids all North side parking Impacts but adversely impacts on parking and loading/unloading operations on the South side.**



# Portage Parkway Widening Options West of Jane Street



**Option 3 – Holding North side right-of-way at its current position again adversely impacts parking and loading/unloading on the South side.**



**Option 4 – Holding the right-of-way to the edge of curb line for parking on North and South sides minimizes impacts on both sides (only affects one North-side property).**



# Evaluation of Widening West of Jane Street

Technical Criteria	Do Nothing	1	2	3	4
<b>Cultural</b>					
Archaeological Features	●	●	●	●	●
Built Heritage Resources and Cultural Heritage Landscapes	●	●	●	●	●
<b>Economic</b>					
Capital Costs	●	◐	◐	◐	◐
<b>Implementation</b>					
Regulatory Framework	●	●	●	●	●
Staging	●	◑	◑	◑	◑
Municipal Servicing Coordination	●	◐	◐	◐	◐

●	◐	◑	◒	○
Very Low Impact (Most Positive)	Fairly Low Impact	Medium Impact	Fairly High Impact	Very High Impact (Least Positive)

# Evaluation of Widening West of Jane Street

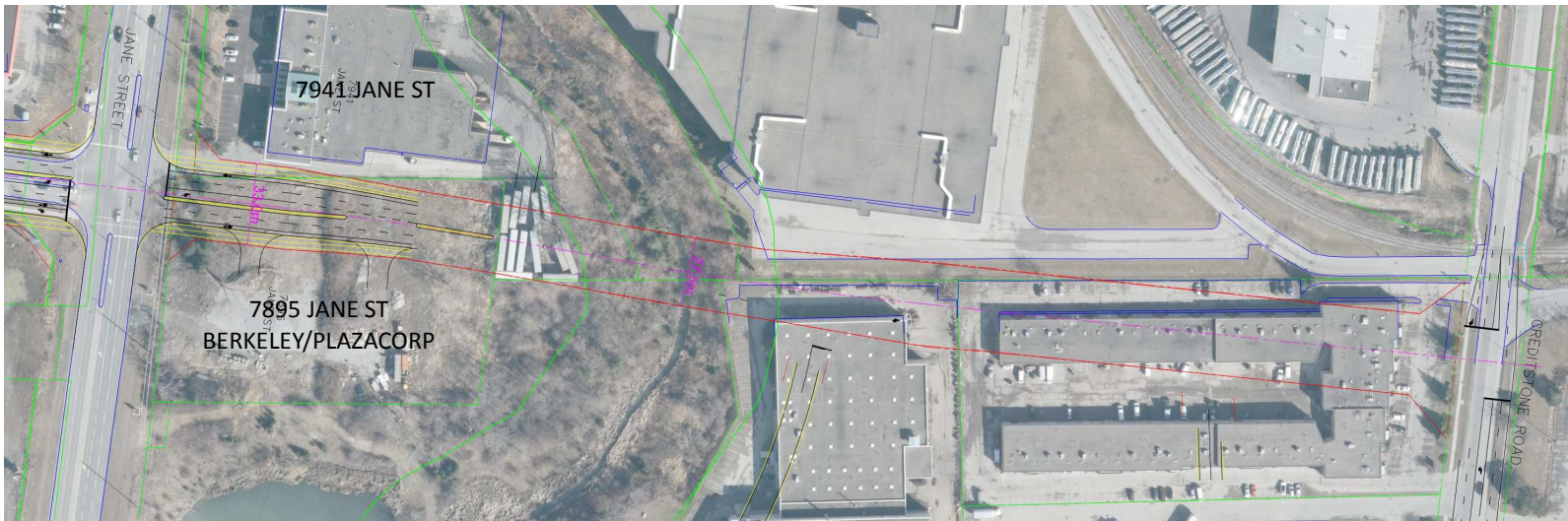
Technical Criteria	Do Nothing	1	2	3	4
<b>Infrastructure Planning</b>					
Alternative Transportation	○	●	●	●	●
Streetscape	●	●	●	●	●
Level of Service and Network Capacity	○	●	●	●	●
Planning Policy (Official Plan, VMC Secondary Plan, Transportation Master Plan)	○	●	●	●	●
Stormwater Management	●	◐	◐	◐	◐
Traffic Safety	○	●	●	●	●
<b>Natural</b>					
Aquatic	●	●	●	●	●
Avian and Wildlife	●	●	●	●	●
Natural Areas	●	●	●	●	●
Species at Risk	●	◑	◑	◑	◑
Vegetation	●	◐	◐	◐	◐
Watercourses	●	●	●	●	●

# Evaluation of Widening West of Jane Street

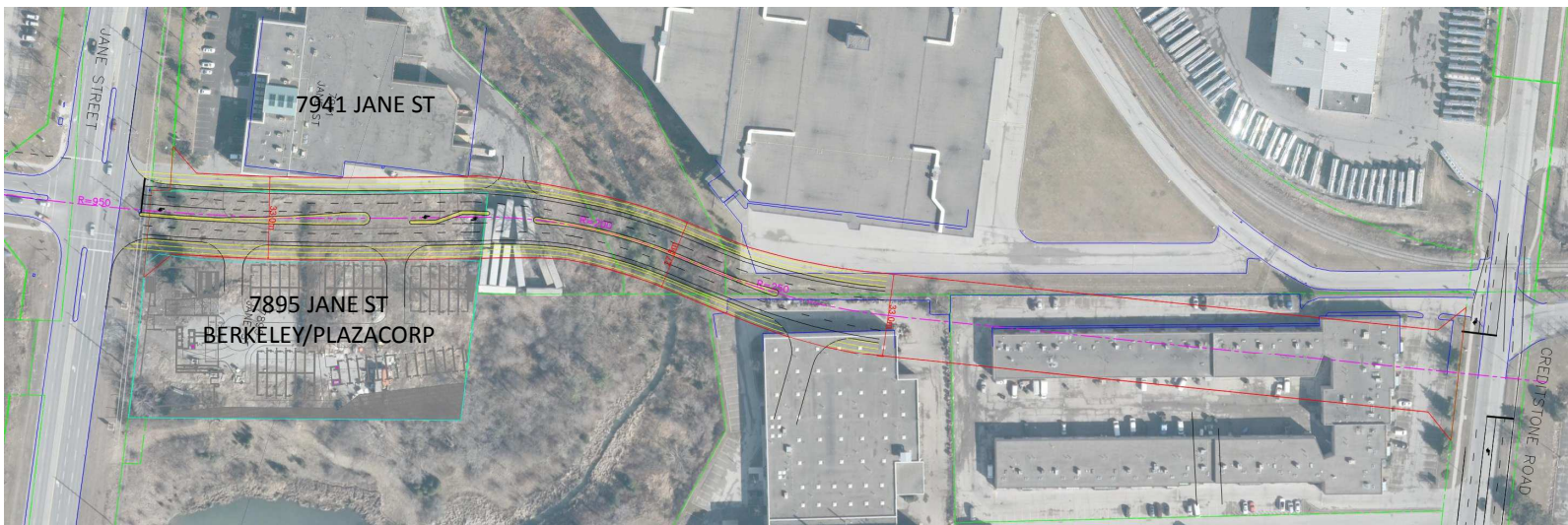
Technical Criteria	Do Nothing	1	2	3	4
<b>Social</b>					
Air Quality					
Businesses					
Emergency Services					
Property Requirements (approximate subject to detailed design)					
Noise Impacts					
Property Access					
<b>Summary</b>					
Overall Findings					
<b>Recommendation</b>	Not carried forward	Not carried forward	Not carried forward	Not carried forward	<b>Recommended</b>



# Portage Parkway Road Extension East of Jane Street



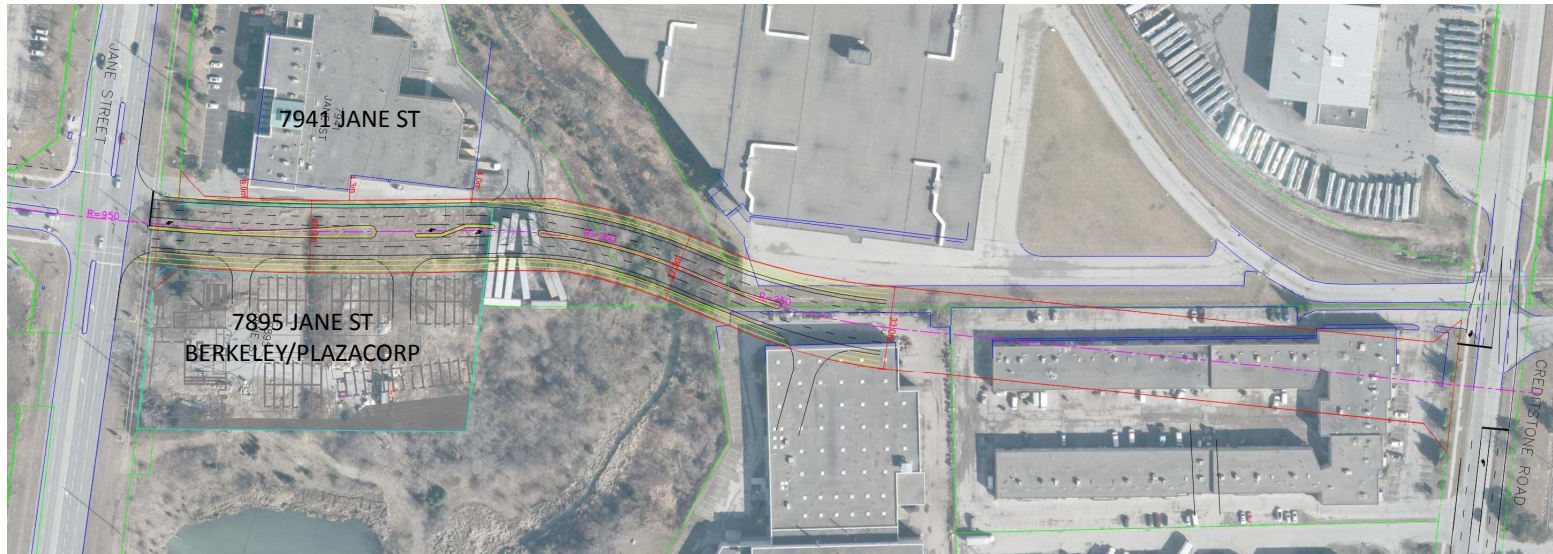
Option A – Southerly Shift East of Jane Street.



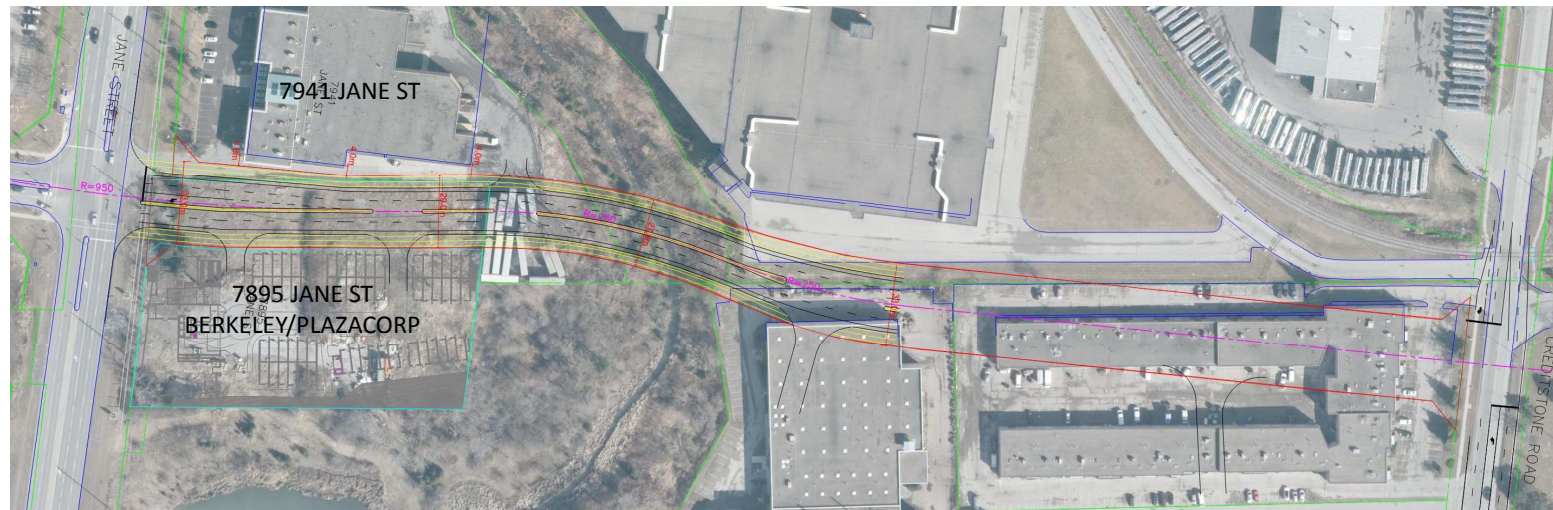
Option B – Northerly Shift East of Jane street.



# Portage Parkway Road Extension East of Jane Street



Option C – Alignment East of Jane Street with Centre Boulevard



Option D - Alignment East of Jane Street without Centre Boulevard

# Evaluation of Extension East of Jane Street

Technical Criteria	Do Nothing	A	B	C	D
<b>Cultural</b>					
Archaeological Features	●	◐	◐	◐	◐
Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) BHRs – none CHLs – none	●	●	●	●	●
<b>Economic</b>					
Capital Costs	●	◑	◑	◑	◑
<b>Implementation</b>					
Regulatory Framework	●	◑	◑	◑	◑
Staging	●	◑	◑	◑	◑
Municipal Servicing Coordination	●	◑	◑	◑	◑

●	◑	◑	◐	○
Very Low Impact (Most Positive)	Fairly Low Impact	Medium Impact	Fairly High Impact	Very High Impact (Least Positive)

# Evaluation of Extension East of Jane Street

Technical Criteria	Do Nothing	A	B	C	D
<b>Infrastructure Planning</b>					
Alternative Transportation	○	●	●	◐	●
Streetscape	●	●	●	●	●
Level of Service and Network Capacity	○	●	●	●	●
Planning Policy (Official Plan, VMC Secondary Plan, Transportation Master Plan)	○	●	●	●	●
Stormwater Management	●	◐	◐	◐	◐
Traffic Safety	●	●	●	●	●
<b>Natural</b>					
Aquatic	●	◐	◐	◐	◐
Avian and Wildlife	●	◐	◐	◐	◐
Natural Areas Cultural Meadow (CUM1-1) Deciduous Forest (FOD)	●	◐	◐	◐	◐
Species at Risk	●	◐	◐	◐	◐
Vegetation	●	◐	◐	◐	◐
Watercourses	●	◐	◐	◐	◐



# Evaluation of Extension East of Jane Street

Technical Criteria	Do Nothing	A	B	C	D
<b>Social</b>					
Air Quality					
Businesses					
Emergency Services					
Property Requirements (approximate areas subject to detailed design)					
Noise Impacts					
Property Access					
<b>Summary</b>					
Overall Findings					
<b>Recommendation</b>	Not carried forward	Not carried forward	Not carried forward	Not carried forward	<b>Recommended</b>

# Black Creek Crossing

## + Key Design Considerations:

- Hydraulic impact on creek flood levels.
- Amount of fill in valley.
- Vegetation Impacts.
- Soil Conditions.
- Protect for Active Transportation connectivity including to VMC Secondary Plan Open Space (i.e. Trail connections underneath and to roadway etc.)
- Financial – Constructability/engineering, costs, etc.



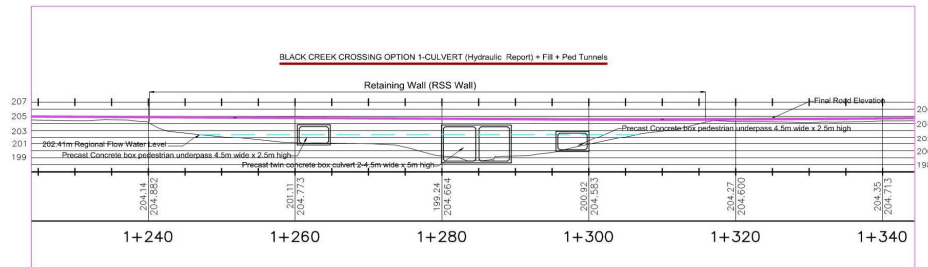
## + Design Options:

- Culverts
- Bridges

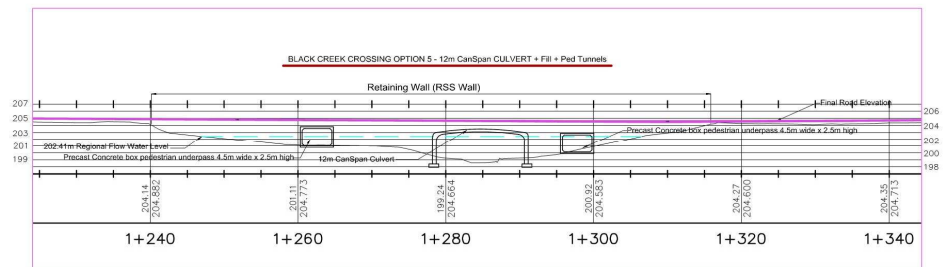
# Black Creek Crossing

## Preliminary Design Concepts Culvert Options

### Box Culvert



### ConSpan Culvert

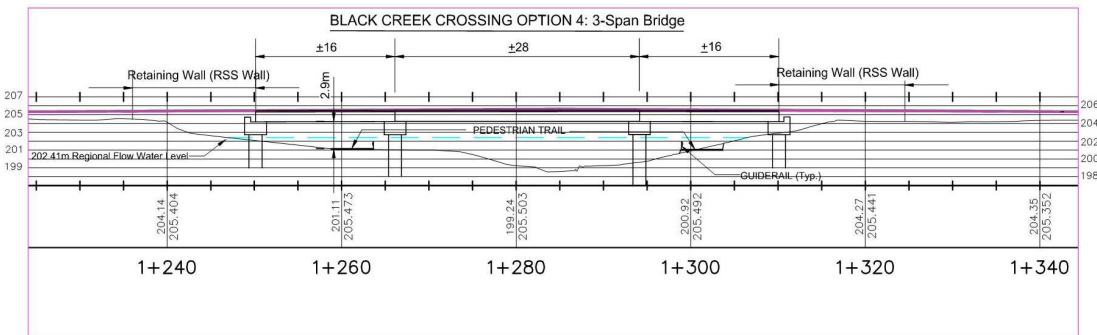
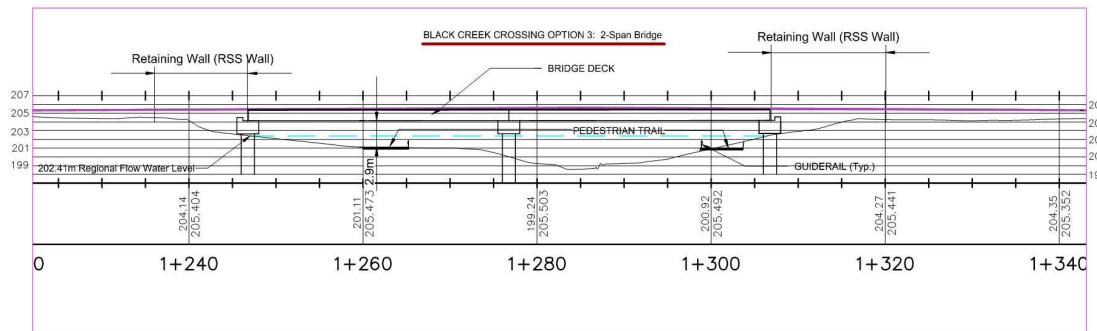
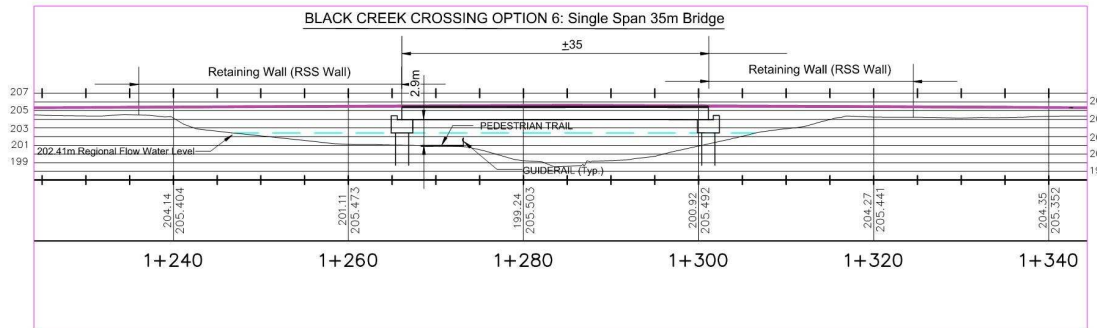


Reference: CON/SPAN O-Series. Digital image. ConTech Engineered Solutions. Web. 9 Mar. 2016.



# Black Creek Crossing

## Preliminary Design Concepts Bridge Options



*Reference: Bridge. Federal Highway Administration, Route 31, Lyons, New York. Construction of Field-Cast Ultra-High Performance Concrete Connections. Web. 9 Mar. 2016.*

# Impacts and Mitigation

Impact	Mitigation
During Detailed Design	
Archaeology	<ul style="list-style-type: none"> <li>▪ Conduct Stage 2 Archaeological Assessment where required.</li> </ul>
Flood Plain	<ul style="list-style-type: none"> <li>▪ Co-ordinate with Toronto and Region Conservation for approvals.</li> </ul>
Property	<ul style="list-style-type: none"> <li>▪ Acquire and secure property (as subject to separate processes) for right-of-way from affected properties/development for widening, extension and improvements.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>▪ Relocate utilities in co-ordination with utility companies as required.</li> </ul>
During Construction	
Adjacent Land Uses	<ul style="list-style-type: none"> <li>▪ Notify the public regarding construction.</li> </ul>
Erosion and Sedimentation	<ul style="list-style-type: none"> <li>▪ Implement erosion control measures.</li> <li>▪ Restore disturbed earth by sodding and planting.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>▪ Adhere to the City of Vaughan Noise By-law.</li> <li>▪ Maintain construction equipment and vehicles.</li> </ul>
Vegetation	<ul style="list-style-type: none"> <li>▪ Implement tree protection measures.</li> <li>▪ Adhere to seasonal constraints for aquatic and wildlife habitat.</li> <li>▪ Replant vegetation with native species.</li> </ul>
Soils	<ul style="list-style-type: none"> <li>▪ Prepare control and clean-up plans for spills.</li> </ul>

# Next Steps



- Review your input
- Refine and/or select preferred design concepts
- Prepare preliminary design
- File Environmental Study Reports on public record



# What do you think?

Please share your comments with either Project Manager by  
March 23, 2016:

## **Marta Roias, RPP**

City of Vaughan Project Manager

2141 Major Mackenzie Drive

Vaughan, ON L6A 1T1

T: 905-832-8585 Ext. 8026

F: 905-832-6145

E: [Marta.Roias@vaughan.ca](mailto:Marta.Roias@vaughan.ca)

## **Stephen Keen, P.Eng.**

CIMA+ Project Manager

3027 Harvester Road, Suite 400

Burlington, ON L7N 3G7

T: 289-288-0287 Ext. 6834

F: 289-288-0285

E: [Stephen.Keen@cima.ca](mailto:Stephen.Keen@cima.ca)



Thank you for attending this PIC