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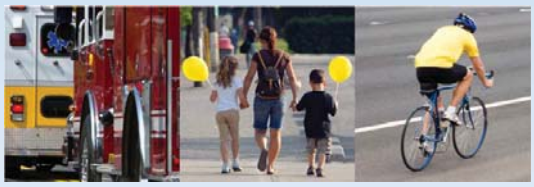
North Maple Community Bridge Class EA
Citizen's Liaison Committee Meeting #1
March 26, 2009



Agenda

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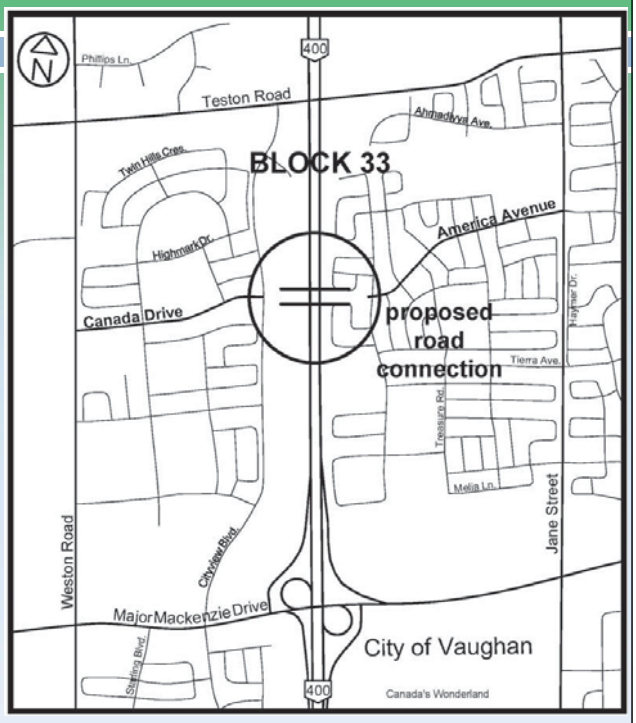
- 6:00 p.m. Light Supper and meet and greet
- 6:30 p.m. Welcome
- 6:45 p.m. Overview Robb Ogilvie - IPF
- 7:00 p.m. Session 1 - Study Findings to Date
- 7:45 p.m. Session 2 - Q&A - Facilitated Roundtable Discussion
- 8:30 p.m. Session 3 - Next Steps (April16th Public Information Forum)
- 8:50 p.m. Wrap-up - Robb Ogilvie
- 9:00 p.m. Adjourn

Study Area

- The Study Area is bound by:
  - Teston Road to the North;
  - Jane Street to the East;
  - Major Mackenzie to the South;
  - Weston Road to the West;
  - Highway 400 bisecting the overall Study Area.



Environmental Assessment Background

- In Ontario, the *Environmental Assessment Act* governs the requirements of the Environmental Assessment (EA) process.
- The purpose of the EA Act is to promote good environmental planning through the:
  - Protection;
  - Conservation; and,
  - Wise Management of Ontario's environment.
- The intent is to predict the environmental effects of proposed undertakings before they are carried out.
- The EA process ensures that environmental problems or opportunities associated with the project are considered along with alternatives, and their effects are investigated and mitigated through the planning process, before implementation (i.e. construction) takes place.

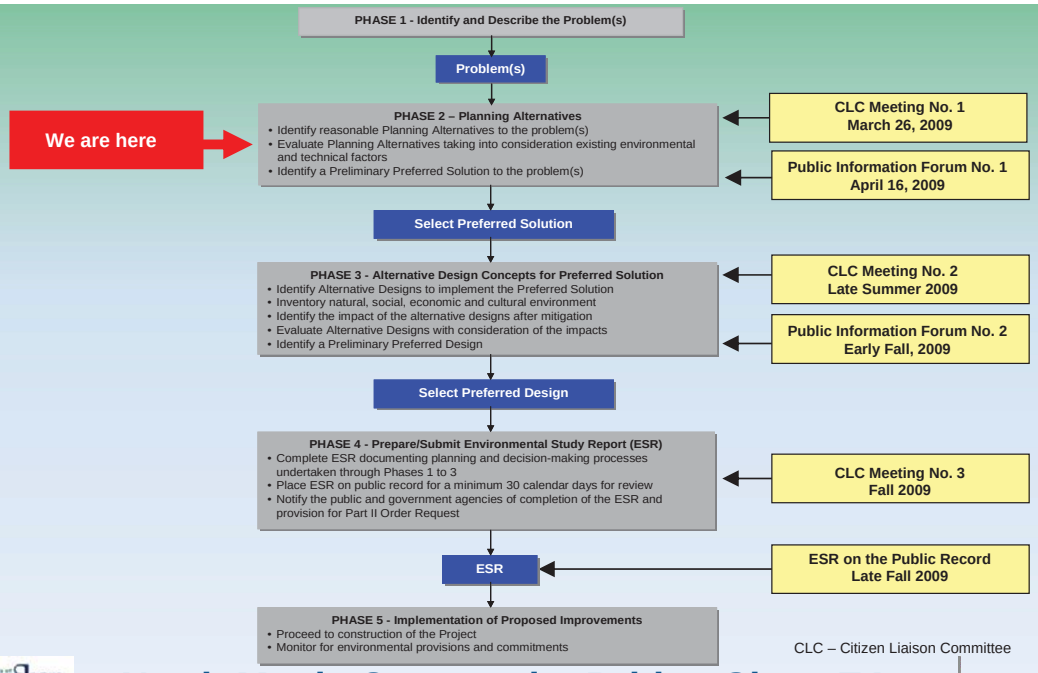
Environmental Assessment Background

- The EA process serves several important purposes by:
  - Allowing for consultation from a variety of sources including 3 levels of government, stakeholders and the public;
  - Identifying potential issues and how to mitigate them prior to implementation (i.e. construction);
  - Promoting good environmental planning practices;
  - Improving community acceptance; and,
  - Allowing for transparency in the decision-making process.

Class EA Process

- Class EA's are a method of dealing with projects that are routine undertakings, are limited in scale, have a predictable range of environmental effects and are able to implement appropriate mitigation measures
- The North Maple Community Bridge is following the Municipal Engineers Association Class EA process as a Schedule C project
- Enhanced with:
  - CLC Meetings (3) at key decision points
  - 2 Public Information Forums (PIF)
  - Accessible website
- PIF #1 will present the details of Phases 1 and 2 of the Class EA process

Class EA Process



CLC – Citizen Liaison Committee

Session 1 - Study Findings To Date

Study Background

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- The need for a primary crossing of Highway 400 has been established at the planning level through the following policies/studies:
  - Vaughan Official Plan Amendment (OPA) No. 400 and Transportation Study
  - Block 33 (East) Planning Basis Report and Transportation Study
  - Vaughan OPA No. 600 and Transportation Study
  - Block 33 (West) Planning Basis Report and Transportation Study
  - City of Vaughan Pedestrian and Bicycle Master Plan
  - York Region Official Plan
  - York Region Transportation Master Plan

Study Background – OPA 400

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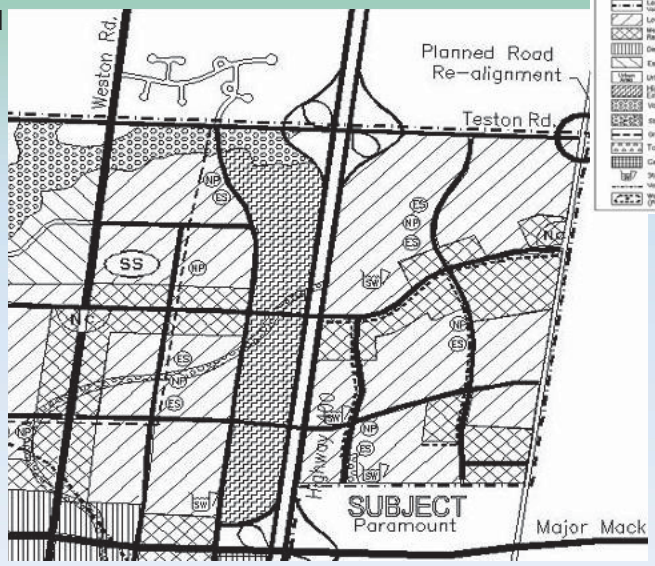
- OPA 400 was approved in 1995, which defined Secondary Plan Policies and Land Use designations for three areas, one of which was Urban Village No. 1 (Block 33 lands)
- This was supported by an overall City-wide transportation study, which provided the need for mid-block connections over Highway 400 (including America Avenue) to ensure that a porous transportation network was established within the new development areas throughout the City.

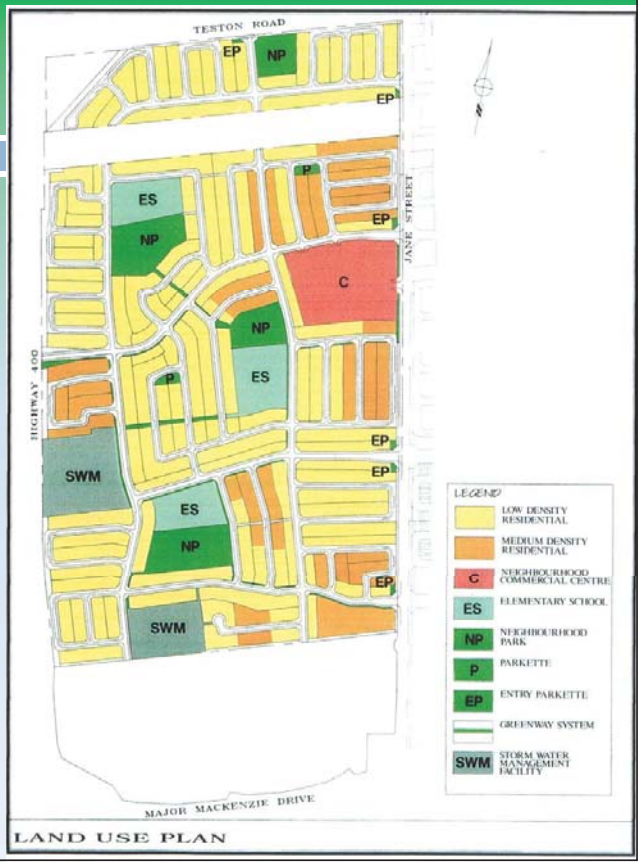


Study Background – OPA 400

- The main objective of the City-wide Transportation Study was to:
  - *"Develop a city-wide transportation strategy based on an integrated and comprehensive approach to land use and transportation planning which is tailored to the needs of existing development form, anticipates future patterns of development and encourages transit use."*

Study Background – OPA 400

- Implementation of OPA 400 has proceeded through approvals of Block Plans and Draft Plans of Subdivision
- Block 33 East was developed first, with the Planning Basis report determining that the northerly connection over Highway 400 was most appropriate
- *"The basis for this approach is that as the designated transit route, its connection to Block 33 (West) will integrate into the overall planned transit system and that this linkage, together with the remainder of the transit system proposed can accommodate the development planned for Block 33 (East)"* (Section 2.3.3.1 (1))



LAND USE PLAN

Study Background – OPA 600

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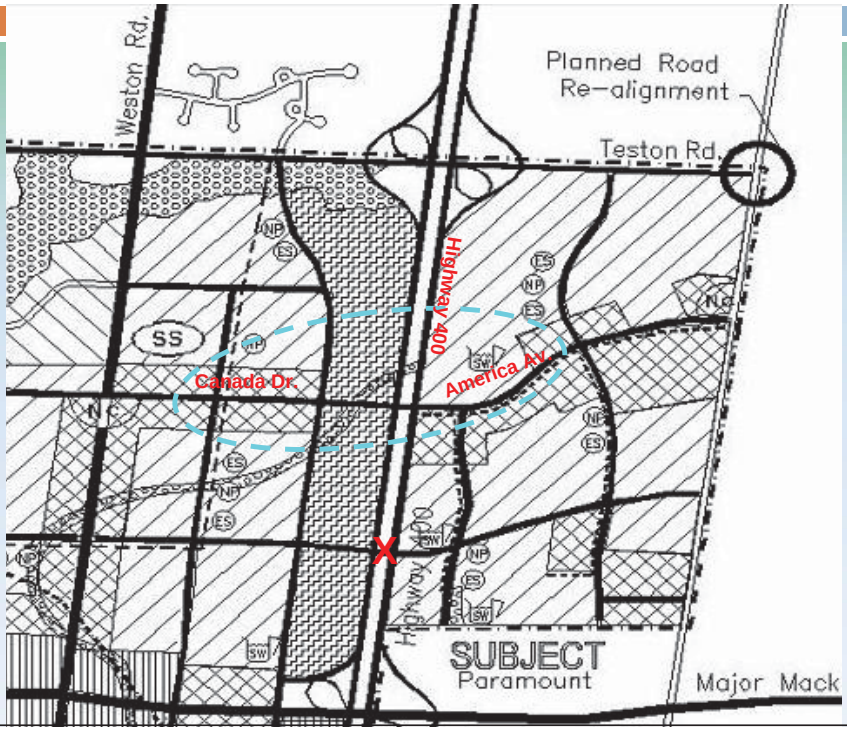
- OPA 600 acted as a review of the effectiveness of OPA 400
- The designations and policies of OPA 600 are a refinement of OPA 400 and are based on the findings of the OPA 400 review process undertaken by the City as required under the Planning Act's review of Local Official Plans on a 5 year basis
- The OPA 600 review was undertaken and it was determined that the OPA 400 policies relating to transportation and the transportation system were in need of some refinement in order to address potential shortcomings due to modifications made through plan approvals since 1995
- "*The Secondary Plan provides a comprehensive system of primary roads connecting key origins and destinations within the proposed communities, between communities and adjacent municipalities…The continuous street grid minimizes travel distance and time, promotes movement efficiency, provides alternative route options and is very efficient for transit operations*" (Section 8, pg. 26)

Study Background – OPA 600



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Study Background – OPA 600

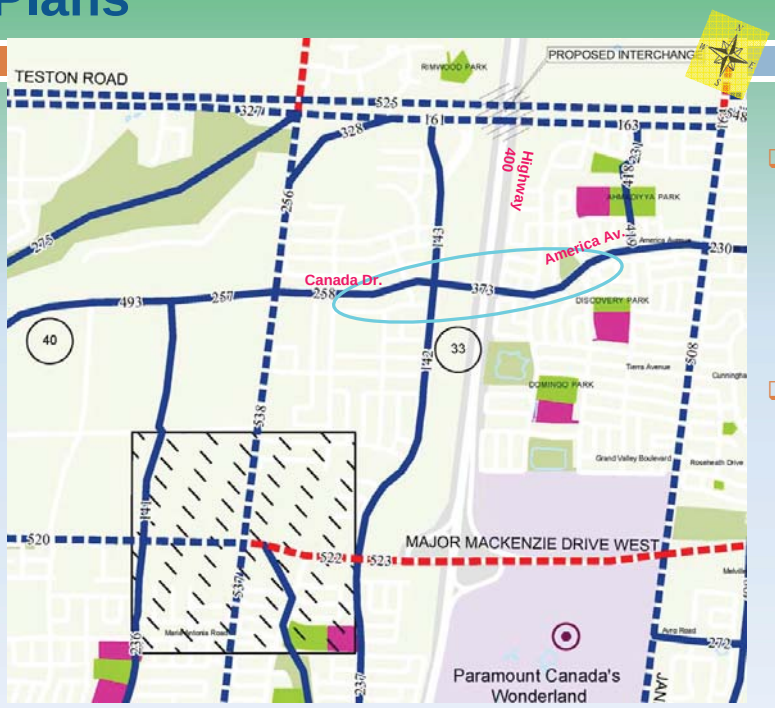
- Further relevant policies under OPA 600 include:
  - *"The City shall encourage and facilitate development of a transportation network to efficiently address the needs of Vaughan residents and the traveling public, and facilitate goods, pedestrian and bicycle movements."* (Section 1.11)
  - *"To ensure the completion of future transit and roadway improvements by reserving rights-of-way and ensuring that land use and transportation planning reflect the anticipated ultimate configuration of the transportation network."* (Section 2.10(vii))
  - *"Primary roads and collector roads are intended to afford organization for the local street system within residential areas and provide the main connecting points to the arterial system. They are designed to be continuous and are expected to carry moderate traffic volumes."* (Section 8.2.4, (a))

Study Background – York Region Policies

York Region also provides direction and policy in regards to mid-block connections:

- *"It is the policy of the Region of York Official Plan:*
  - *To encourage all local municipalities to ensure that continuous mid-concession block collector roads are implemented east-west and north-south in all new urban developments"* (Section 6.1.15)
- The need for mid-block connections is identified in the York Region Transportation Master Plan (2002):
  - *"The area municipalities may be required to modify their Official Plan policies to….recognize the need for mid-block collector roadways capable of providing transit service."* (Section 3.4.2)
  - *"Undertake future studies to…review, designate and protect rights-of-way for potential mid-block collectors across freeways."* (Section 3.4.7)
  - *"Five initiatives are proposed with respect to planning for efficient goods movement….*(one of which is) *expanding the number of mid-block freeway crossings."* (Section 4.4)

Study Background – Other Policies and Plans



- City of Vaughan Pedestrian and Bicycle Master Plan Study provides for a connection via Canada Drive/America Avenue over Highway 400
- Short term priority (2006-2016)

Phase 1 – Define the Problem/ Opportunity

- Numerous planning documents and studies (i.e. OPA No. 400/600, York Region Official Plan, City of Vaughan Pedestrian and Bicycle Master Plan) have established a need for a primary road connection over Highway 400 in Block 33.
- This road connection is a key component of the Block 33 multi-modal transportation system for:
  - Personal vehicles;
  - Cyclists;
  - Pedestrians;
  - Transit;
  - Community Connectivity;
  - Emergency Services; and,
  - Other Public Services

Phase 1 – Define the Problem/ Opportunity

- Continued development throughout the City and the Region will constrain the existing Block 33 transportation network.
- The City is proactively proceeding with the need to implement the goals and objectives of OPA 400 and 600, and the recommendations of all related Transportation Master Plans/ Studies.
- Currently, residents must utilize major arterials to move from one side of Highway 400 to the other (i.e. Jane, Teston, Major Mackenzie, Weston), resulting in poor transportation efficiency and connectivity for the area.

Phase 1 – Define the Problem/ Opportunity

- An opportunity exists to:
  - Improve the multi-modal connectivity of the two communities on either side of Hwy 400 (Block 33 East and West), while still retaining the local character and pace;
  - Provide residents with better access to amenities (schools, parks, recreational facilities, emergency and other public services, etc.);
  - Provide for more sustainable modes of travel (i.e. cycling, pedestrian, transit) as the current configuration of Block 33 negates this; and,
  - Complete the planned road network for the community.

Phase 1 – Problem/ Opportunity Statement

Problem/ Opportunity Statement:

"The Block 33 transportation network, in its current configuration:

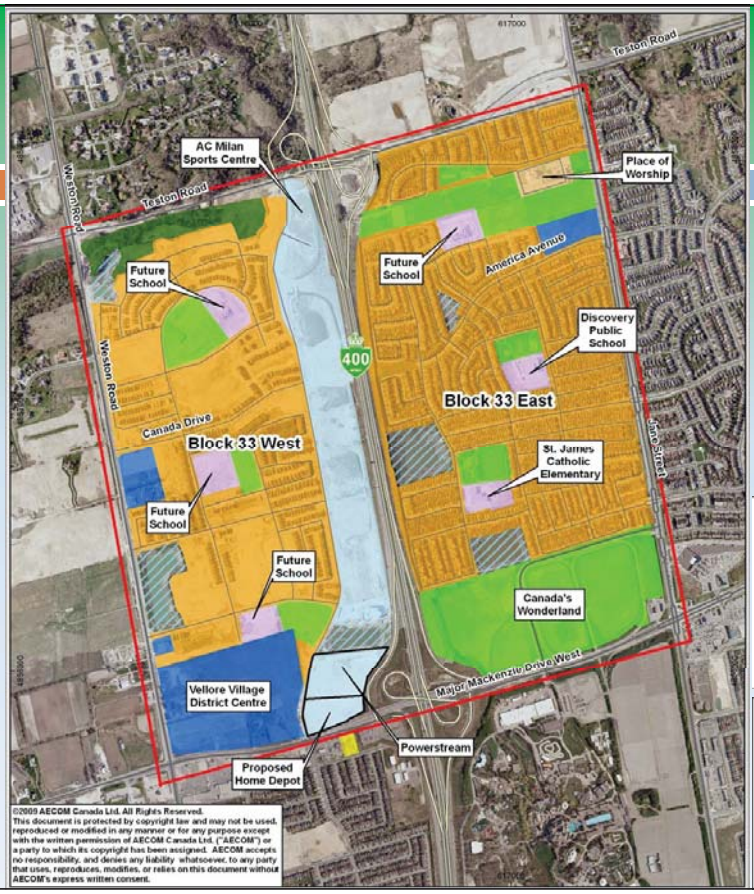
- *Will not adequately accommodate the projected local traffic within and traveling between the communities of the Study Area; and*
- *Is not in keeping with the City's approved Official Plan objectives related to community connectivity and the provision of efficient transit service.*

Therefore, the opportunity exists to address these operational problems within Block 33, and to promote sustainable multi-modal transportation options (including cycling/ pedestrian traffic and transit service) to travel within and around Block 33."

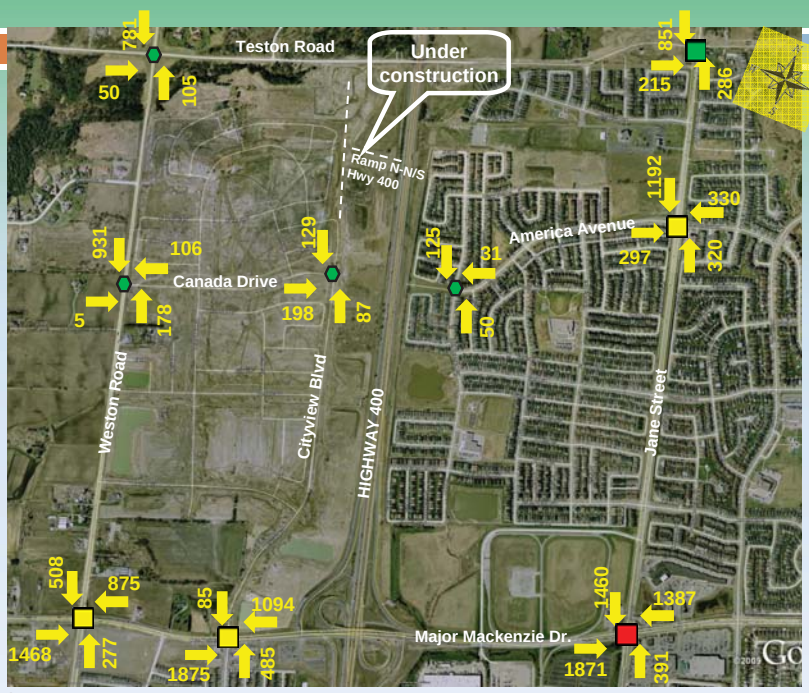
Phase 2 – Study Area Existing Conditions

- A number of documents were reviewed in determining the Study Area's existing environmental conditions:
  - Traffic studies/counts
  - York Region Transportation Master Plan
  - Vaughan Pedestrian and Bicycle Master Plan
  - Vaughan Vision 2020 Strategic Plan
  - Land Use Policy including:
    - York Region Official Plan
    - City of Vaughan Official Plan
    - Vaughan OPA 400/600 and associated Transportation Studies
  - Block 33 Development Plan Supporting Studies:
    - Planning Basis Report and Transportation Studies
    - Natural Environment Inventory
    - Noise/Acoustics studies, Archaeology/Cultural Heritage studies, etc
  - Planned and Approved development applications within the Study Area

Existing Conditions



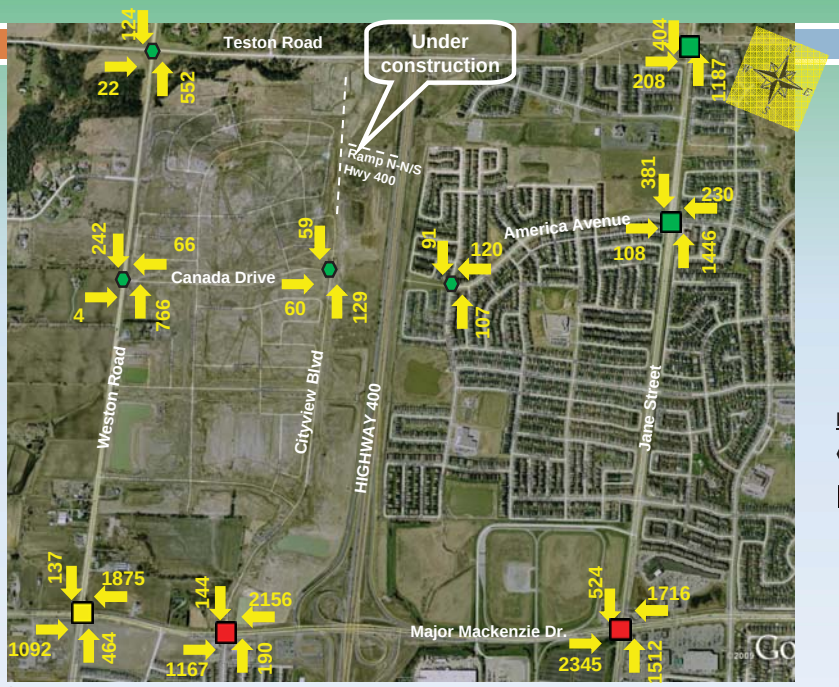
Existing (2009) AM Peak Hour Traffic Conditions



LEGEND

- Unsignalized intersection
- Signalized intersection with Level of Service
  - V/C > 0.85 (Congested)
  - 0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
  - V/C < 0.65 (Uncongested)

Existing (2009) PM Peak Hour Traffic Conditions



LEGEND

- Unsignalized intersection
- Signalized intersection with Level of Service
  - V/C > 0.85 (Congested)
  - 0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
  - V/C < 0.65 (Uncongested)

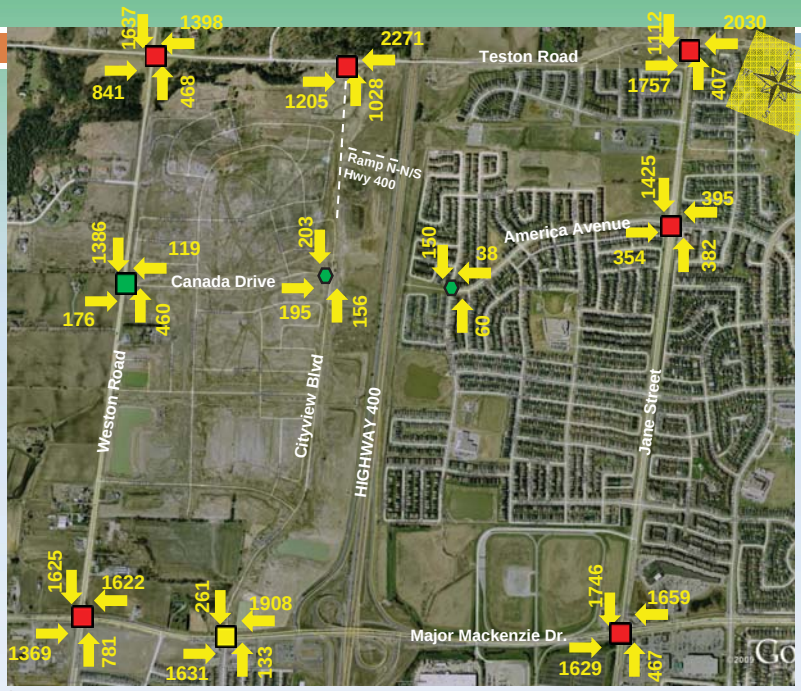
2021 AM Peak Hour – V/C Ratios Across Screenline

Corridor		2021 (AM Peak Hour)		
		East	West	Both
Teston Road E - E of Hwy 400	Volume	1831	2149	**3980**
	# Lanes	2	2	**4**
	Capacity	1800	1800	**3600**
	V/C ratio	1.02	1.19	**1.11**
Major Mackenzie Dr. E - E of Hwy 400	Volume	1605	1982	**3587**
	# Lanes	2	2	**4**
	Capacity	1800	1800	**3600**
	V/C ratio	0.89	1.10	**1.00**
Both corridors	Volume	3436	4131	**7567**
	# Lanes	4	4	**8**
	Capacity	3600	3600	**7200**
	V/C ratio	0.95	1.15	**1.05**

LEGEND

- **0.95** — V/C in the year 2021 (without proposed over pass)
- **0.76** — V/C in the year 2021 (with proposed 2-lanes over pass)

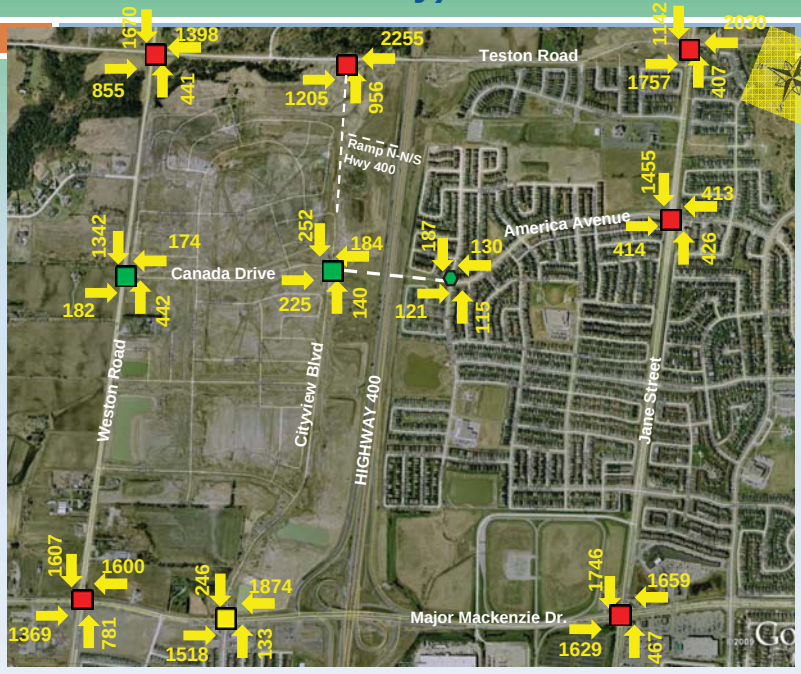
Future (2021) AM Peak Hour Traffic Conditions (Without Proposed Overpass)



LEGEND

- Unsignalized intersection
- Signalized intersection with Level of Service
  - V/C > 0.85 (Congested)
  - 0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
  - V/C < 0.65 (Uncongested)

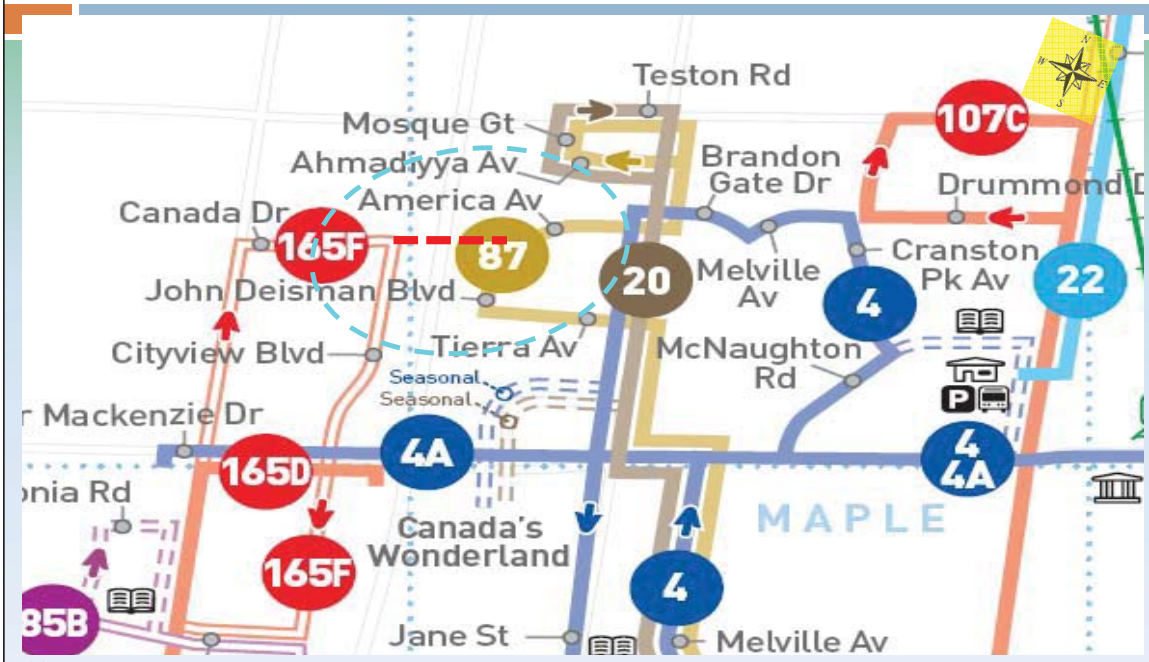
Future (2021) AM Peak Hour Traffic Conditions (With Proposed Overpass & Local Traffic Only)



LEGEND

- Unsignalized intersection
- Signalized intersection with Level of Service
  - V/C > 0.85 (Congested)
  - 0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
  - V/C < 0.65 (Uncongested)

York Region Existing Transit Network



Land Use – Block 33 West

- Western section is currently under development
- Majority of existing or planned development consists of low density single detached
- Commercial/ Industrial uses along the HWY 400 corridor
- Parks/Open Space and other community facilities are within this section
- No significant natural features within this section (i.e. ANSI, ESA)
- Purpleville Creek is located in the north-west corner.

Land Use – Block 33 East

- Eastern section is largely developed
- Majority existing development consists of low density single detached, similar to Western section
- Parks/Open Space and other community facilities are within this section
- No significant natural features within this section (i.e. ANSI, ESA)

Legend

Block 33	Prestige Employment
Site Features and Land Use	Residential
Place of Worship	SWM
Fire Station	School
Open Space/Park	Woodlot
Commercial	

Phase 2 – Identify Alternative Solutions

1. **Do Nothing** - No changes or improvements to Block 33 transportation network
2. **Reduce Auto Demand** – Improve public transit, cycling and Travel Demand Management initiatives within and around the Study Area
3. **Upgrade/ Improve Other Roadways** - Improvements to other local roadways within the study area in conjunction with the ongoing Western Vaughan Transportation Improvements Individual EA.
4. **Build Hwy 400 Overpass** - mid-block connection over Highway 400 between America Avenue and Canada Drive

**** Combinations of the above may be implemented, should the evaluation prove this to be a viable option.***

Phase 2 – Assessment of Alternative Solutions

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- Take existing environment into consideration and comparatively evaluate the Alternative Solutions using a descriptive or qualitative assessment based on criteria developed within the following categories (representing the broad definition of the environment as described in the EA Act):
  - Technical
  - Socio-economic
  - Financial
- Suggested Criteria have been put forward based on their ability to identify the potential environmental effects of each alternative and distinguish the advantages and disadvantages between them.

Phase 2 – Assessment of Alternative Solutions

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- Once finalized, the evaluation criteria will be used to comparatively evaluate the Alternative Solutions and identify a Recommended Solution through a net effects analysis consisting of the following steps:

1. Apply the evaluation criteria to each of the Alternative Solutions to identify the potential effects on the environment.
2. Identify reasonable mitigation measures available to avoid or minimize any potential negative environmental effects on the environment.
3. Apply the mitigation measures to identify the net positive or negative effects on the environment.
4. Identify the relative advantages and disadvantages for each Alternative Solution based on the net environmental effects.

Phase 2 – Assessment of Alternative Solutions

Suggested Criteria may include:

- Technical
  - Potential to improve future transportation needs
  - Potential to improve safety for the travelling public
  - Physical & operational feasibility, including availability of right-of-way
  - Support for alternative modes, including transit, cycling and walking
  - Potential to improve emergency services response times(fire, police, & ambulance services)

Phase 2 – Assessment of Alternative Solutions

Suggested Criteria may include:

- Socio-economic
  - Potential for disturbing existing residences, community and recreation facilities through temporary and/ or permanent effects (i.e. construction/ traffic noise, dust, traffic disruption, property access disruption, etc)
  - Potential for property impacts
  - Degree of compatibility with Regional and Municipal Official Plans, Transportation Plans, and other Policies
  - Potential to affect future development proposals
  - Potential effects on existing community character and sustainability
  - Potential connectivity improvements
- Financial
  - Potential cost of acquiring property
  - Potential Capital costs of implementation
  - Potential maintenance costs

Session 2 - Q&A - Facilitated Roundtable Discussion

Session 3 – Next Steps

Next Steps

- Public Information Forum #1 – April 16, 2009
  - Present Phases 1 and 2 of the Class EA process
  - Present a Recommended Alternative Solution
- CLC Meeting #2 – Late Summer 2009
- Undertake Phase 3 – Identify and Evaluate Alternative Design Concepts for the Preferred Alternative Solution
- Public Information Forum #2 – Early Fall 2009
- CLC Meeting #3 – Fall 2009
- Undertake Phase 4 – Summarize the planning and decision-making processes undertaken through Phases 1-3 and document in the Environmental Study Report (ESR)
- Post ESR on Public Record for 30 Calendar Day Review – Late Fall 2009

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