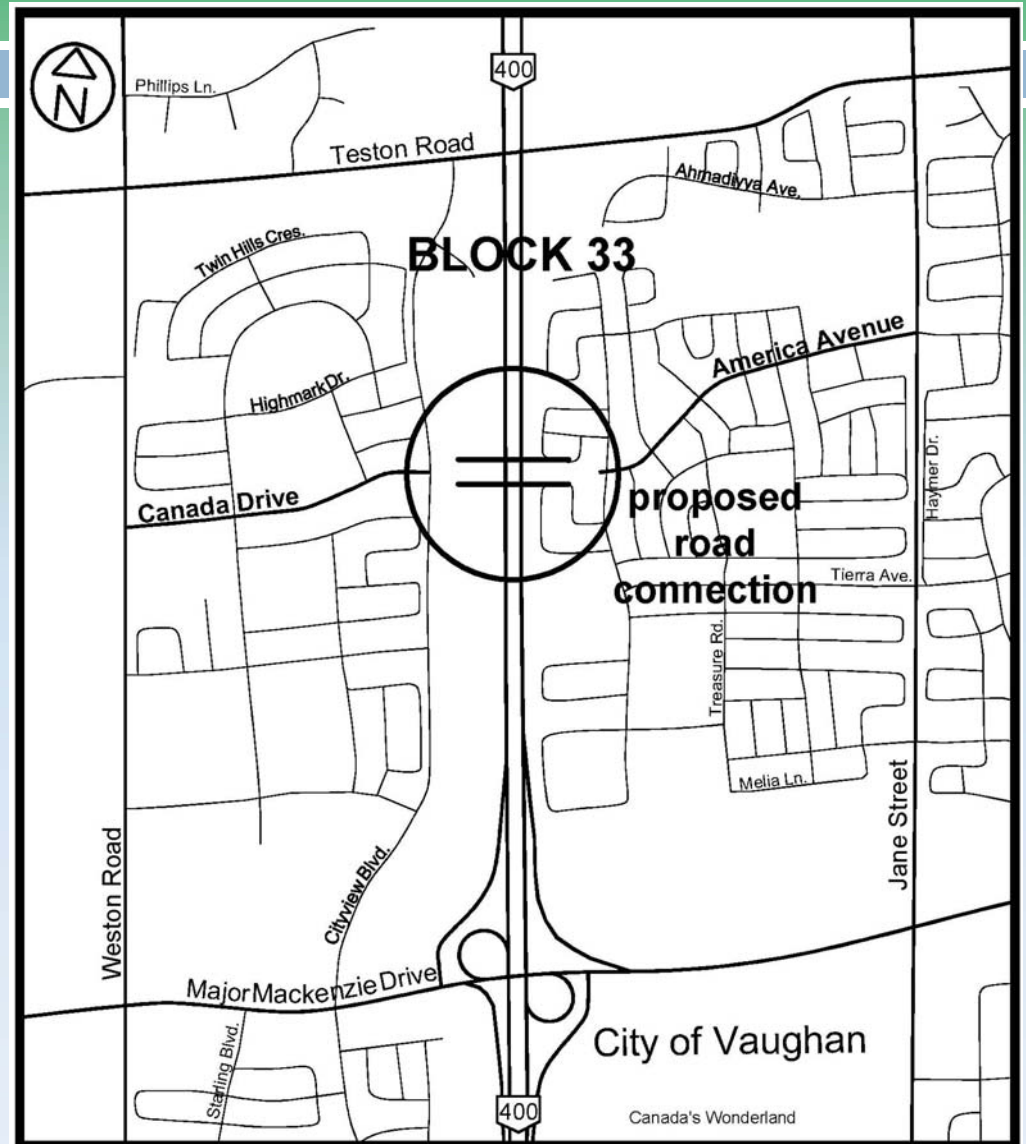


Welcome to the North Maple Community Bridge Public Information Forum #1

- ❑ Please sign-in on the sheet provided. Then feel free to walk around and view the displays
- ❑ If you have any questions, the Project Team will be pleased to discuss the study with you.
- ❑ Project Team members will be writing your questions/ comments for further discussion.
- ❑ Comment sheets are also provided for those who wish to provide additional comments. Please place your completed sheets in the Comment Box or take them with you and mail/fax to one of the Project Managers.

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

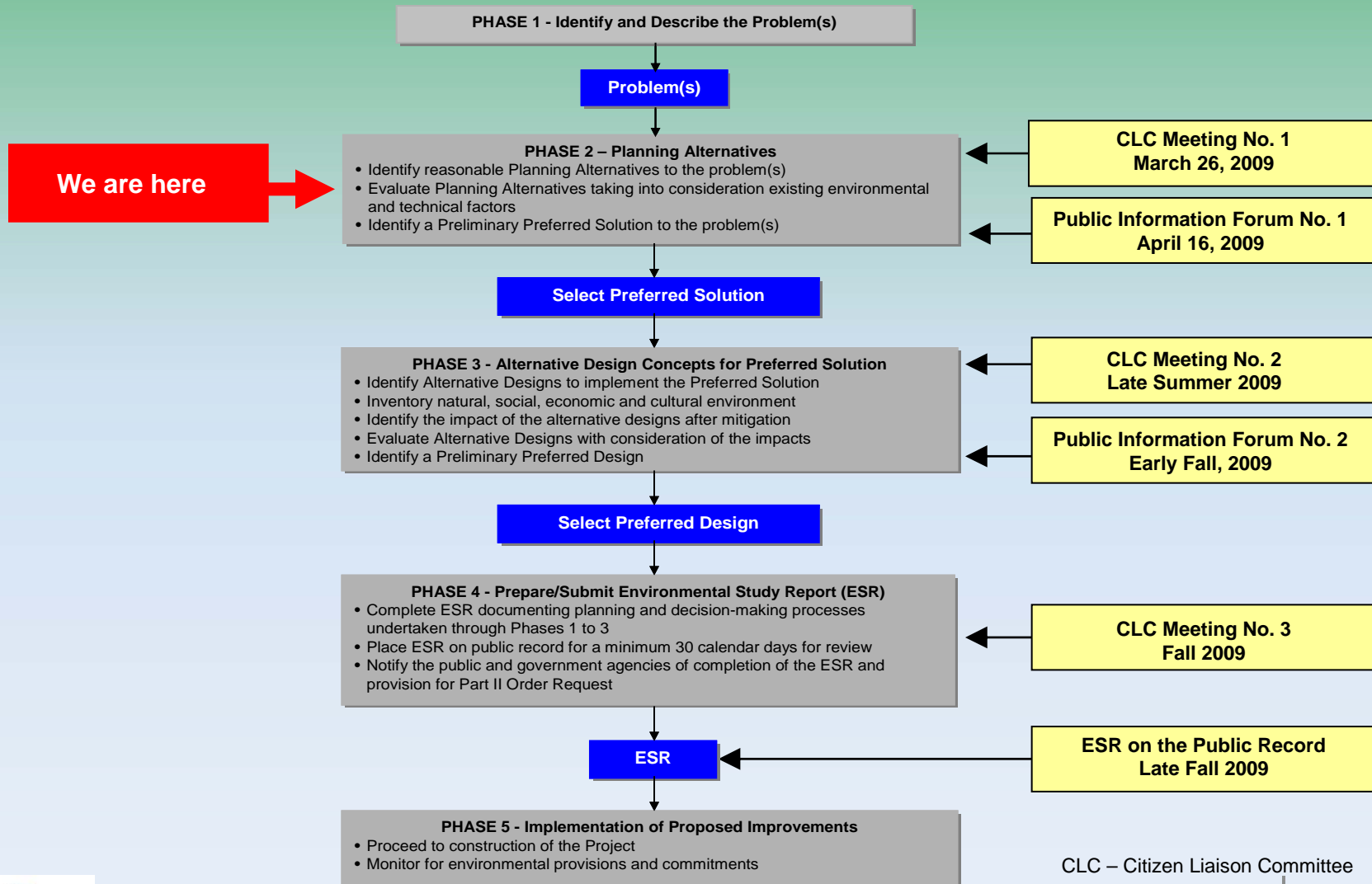
- ❑ In Ontario, the *Environmental Assessment Act* governs the requirements of the Environmental Assessment (EA) process.
- ❑ The purpose of the EA Act is to promote good environmental planning through the:
 - Protection;
 - Conservation; and,
 - Wise Management of Ontario's environment.
- ❑ The intent 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.

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 – First CLC held on March 26/09
 - 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



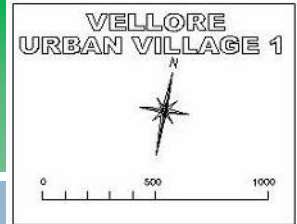
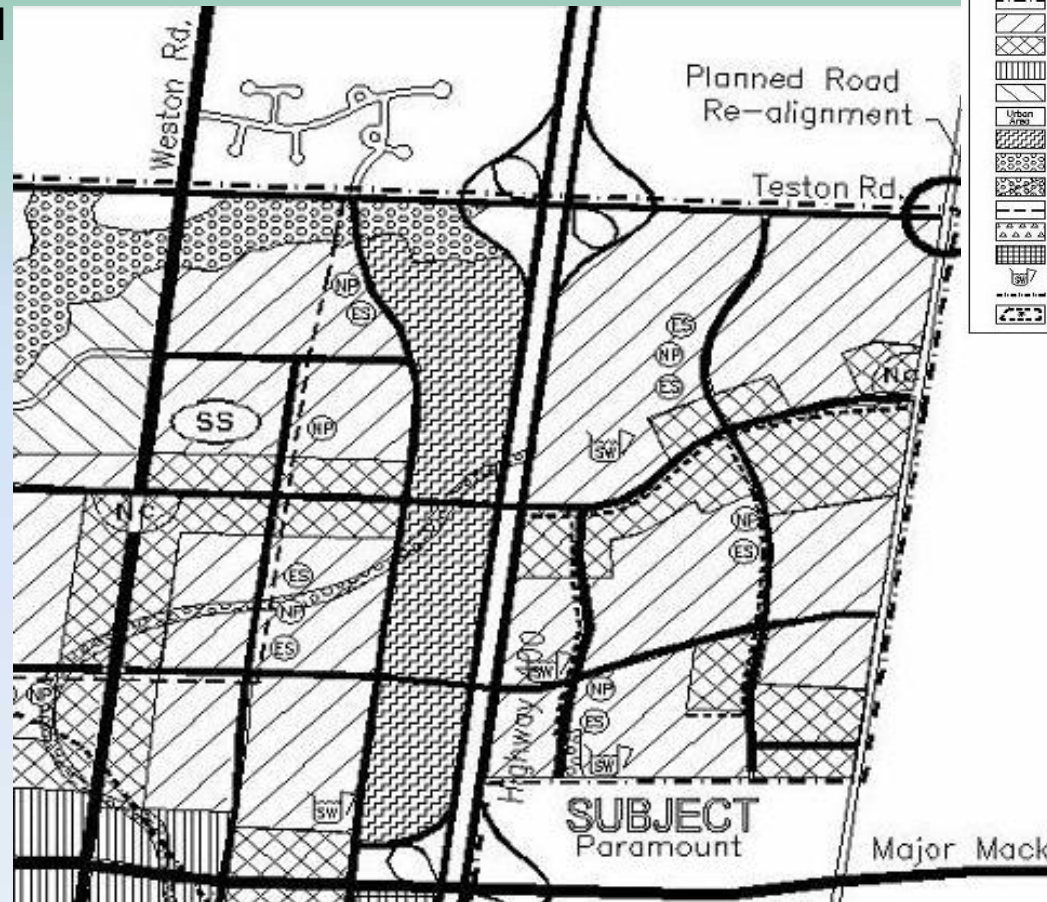
CLC – Citizen Liaison Committee

Study Background

- 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

- 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.



LEGEND	
	Elementary School
	Secondary School
	Neighbourhood Park
	District Park
	Neighbourhood Commercial Cen.
	Lands Subject to Vellore - Urban Village Area #1
	Low Density Residential
	Medium Density Residential/Commercial
	District Centre
	Estate Residential
	Urban Area
	High Performance Employment Area
	Valley Lands
	Stream Corridor
	Greenway System
	Tableland Woodlots
	General Commercial
	Storm Water Management Vaughan Centre
	Waste Disposal Assessment Area (Russer Estate)

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))

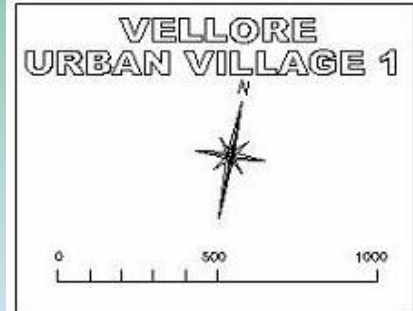
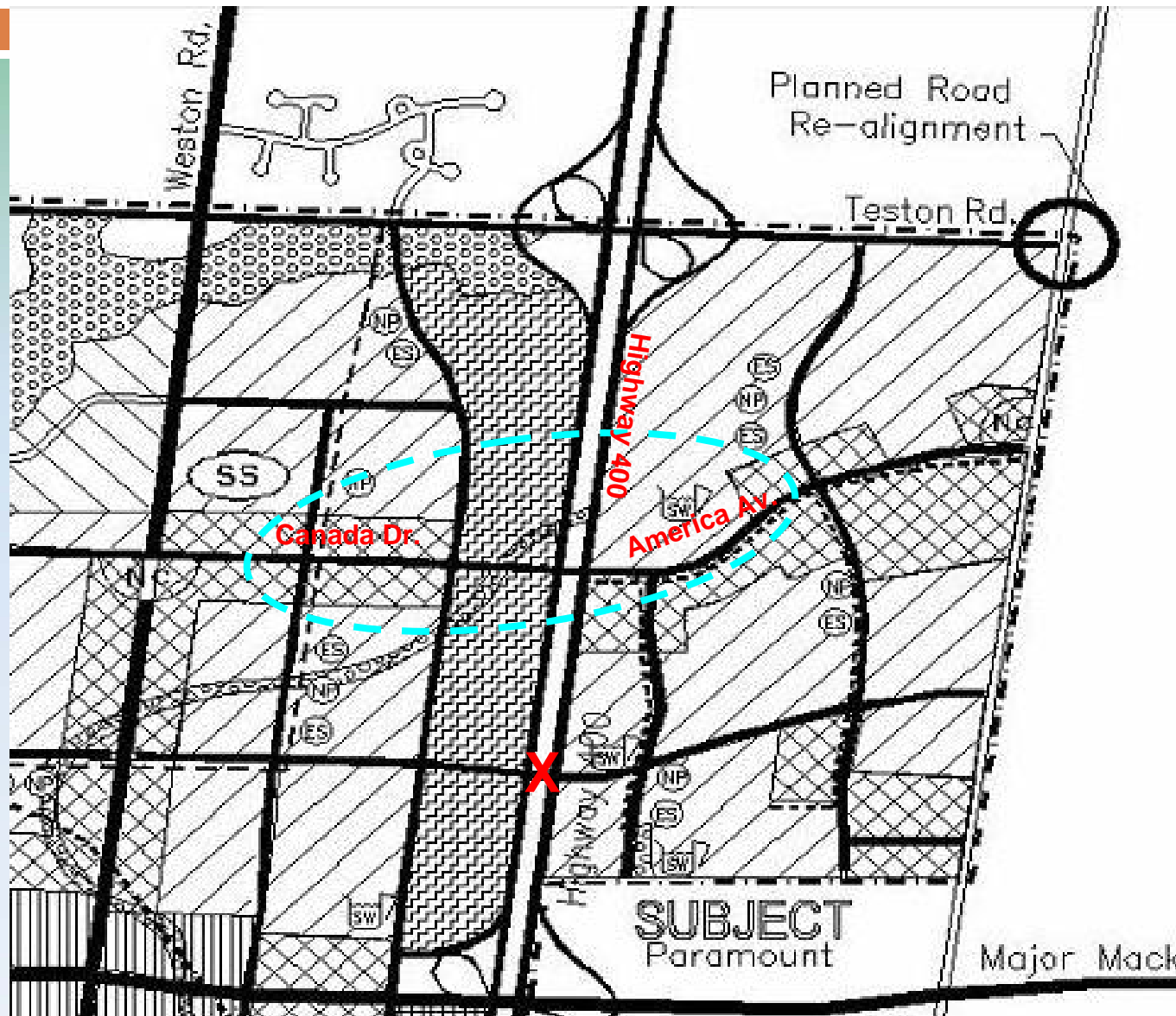


Study Background – OPA 400

- 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 600



LEGEND

	Elementary School
	Secondary School
	Neighbourhood Park
	District Park
	Neighbourhood Commercial Cen.
	Lands Subject to Vellore - Urban Village Area #1
	Low Density Residential
	Medium Density Residential/Commercial
	District Centre
	Estate Residential
	Urban Area
	High Performance Employment Area
	Valley Lands
	Stream Corridor
	Greenway System
	Tableland Woodlots
	General Commercial
	Storm Water Management
	Vaughan Centre
	Waste Disposal Assessment Area (Passer Estate)

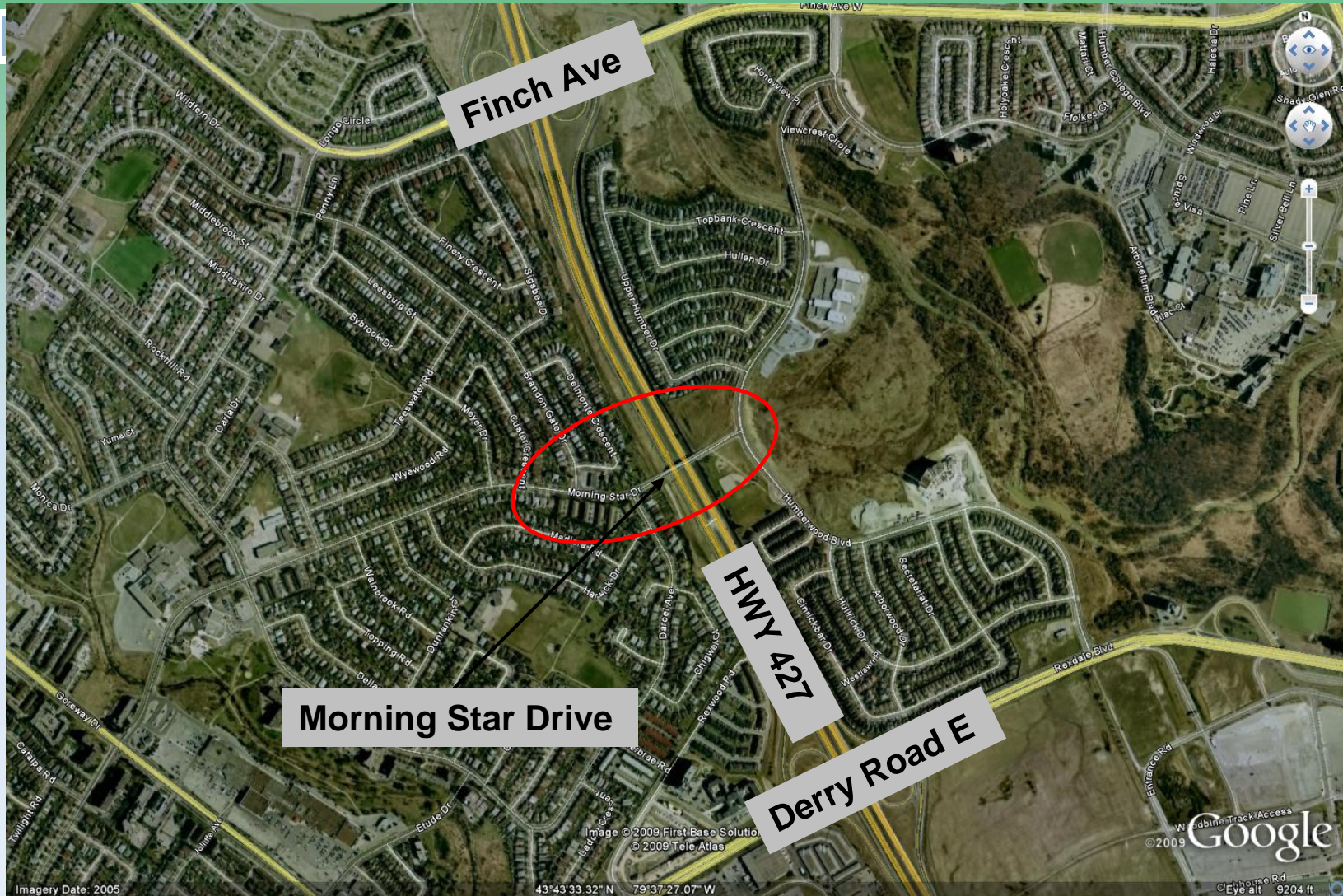
Study Background – OPA 600

- ❑ 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)*

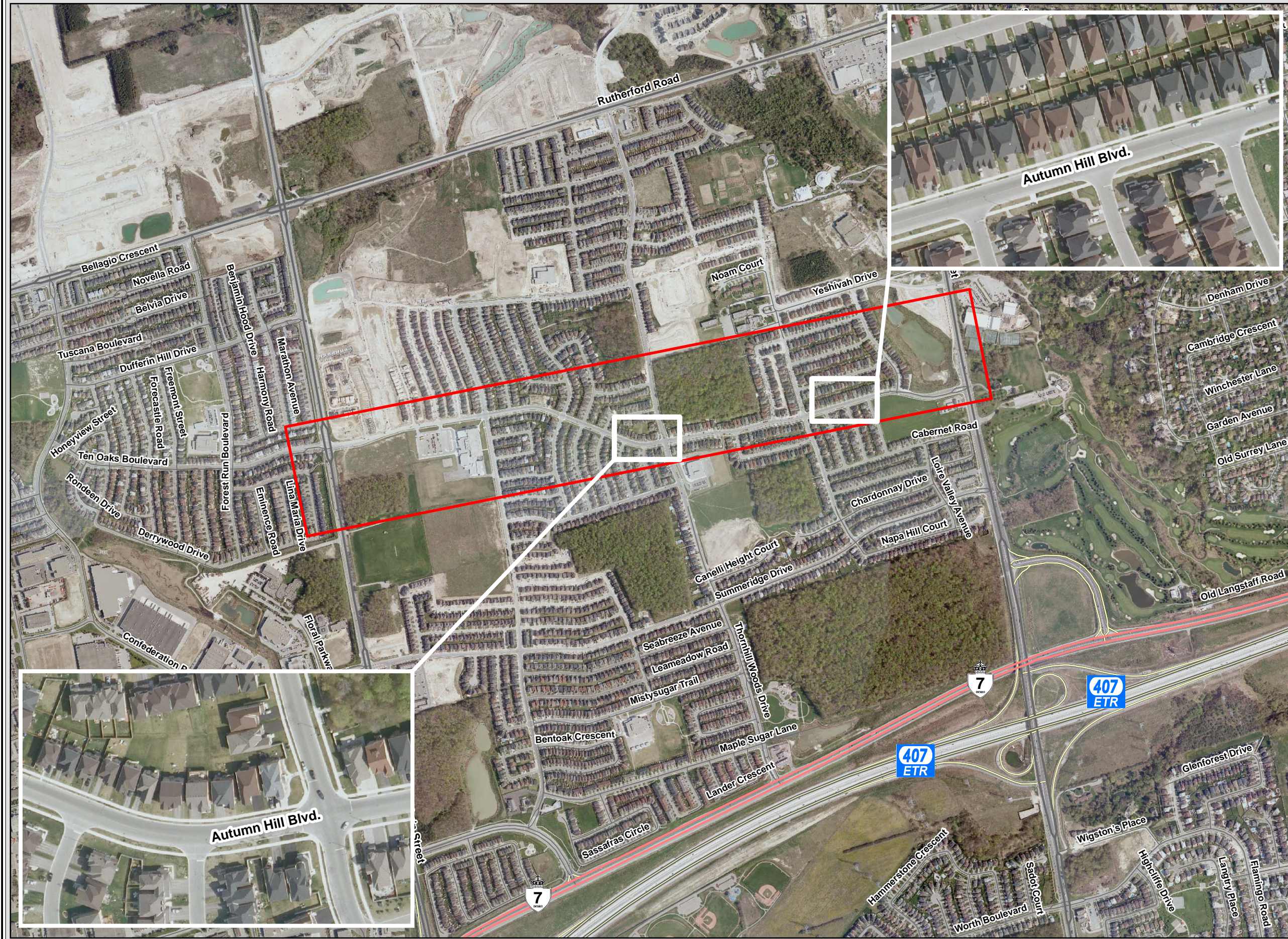
Study Background – OPA 600

- 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))

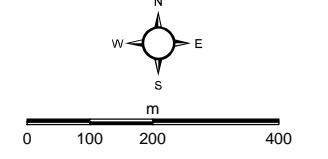
Study Background – Mid-Block Examples



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Basemapping from Ontario Ministry of Natural Resources Orthophotography: 2007



UTM Zone 17N, NAD 83

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Block 10 Autumn Hill Blvd.

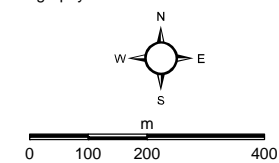
April 2009
Project 90096



Examples of Primary Roads in Residential Communities in the City of Vaughan



Basemapping from Ontario Ministry of Natural Resources
Orthophotography: 2007



UTM Zone 17N, NAD 83

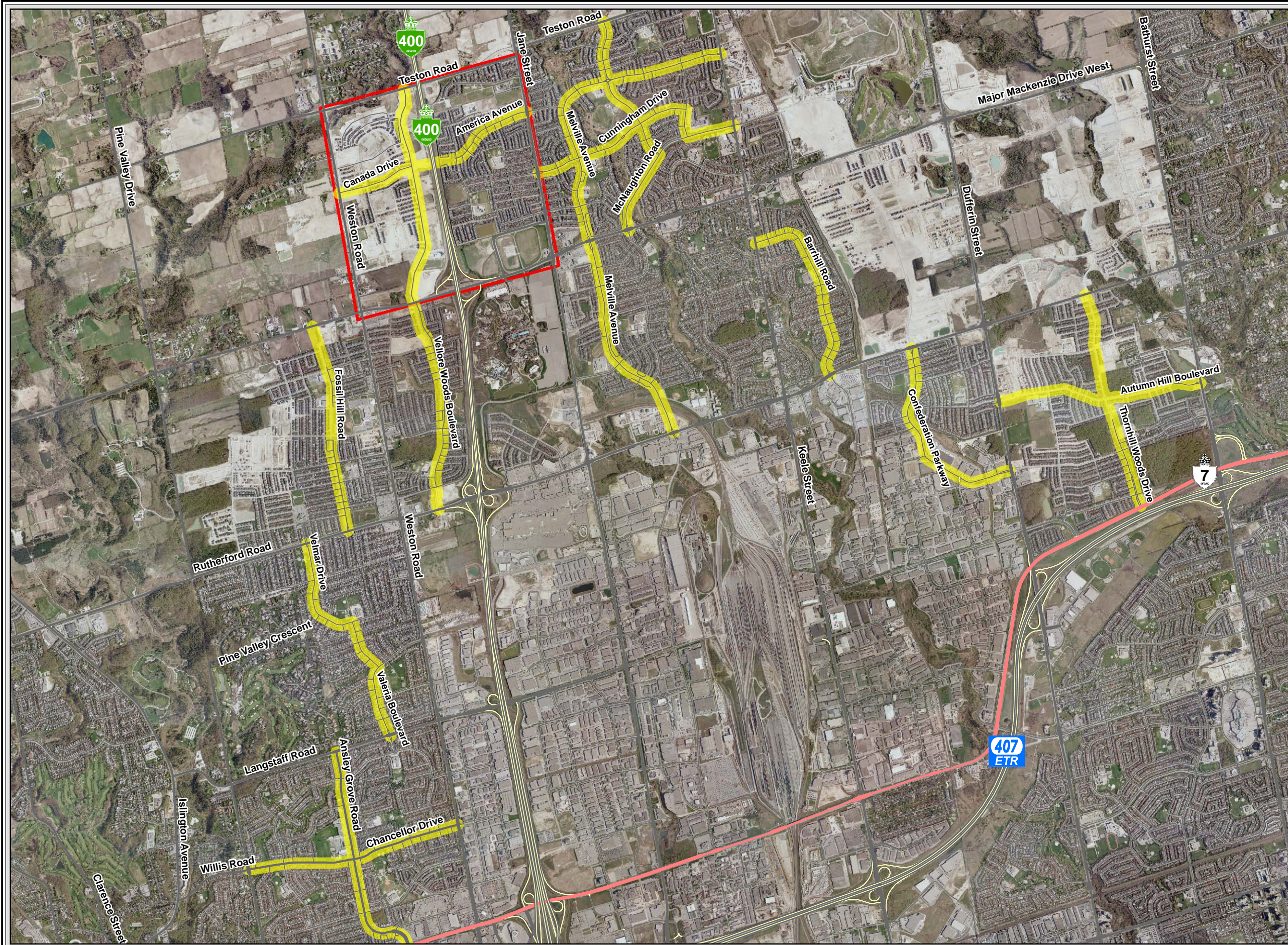
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**Block 37
Chancellor Drive**

April 2009
Project 90096



Examples of Primary Roads in Residential Communities in the City of Vaughan



Legend

- Roads of Interest
- Block 33

Basemapping from Ontario Ministry of Natural Resources
 Orthophotography: 2007

UTM Zone 17N, NAD 83

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Roads of Interest

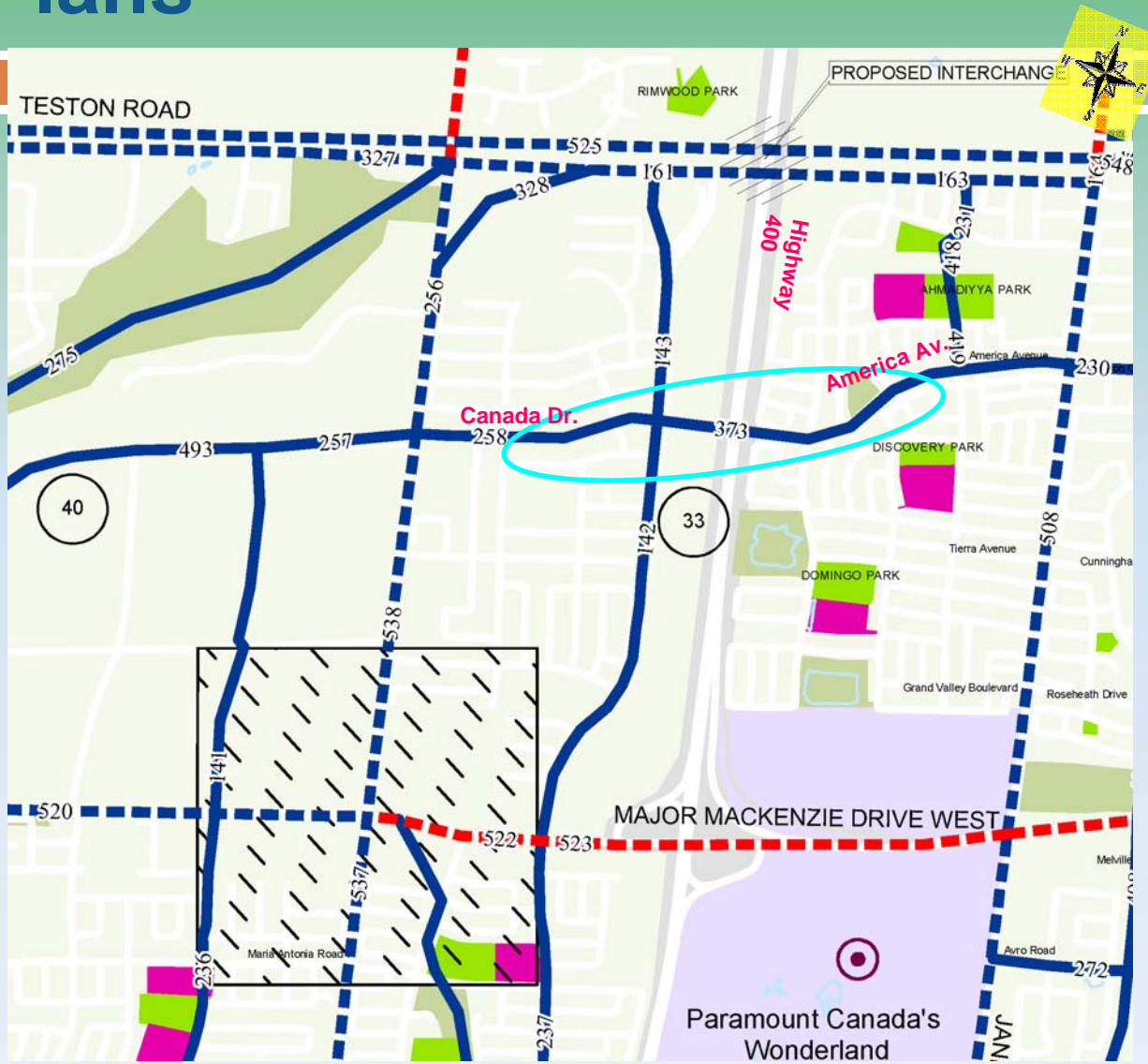
April 2009
 Project 90096

AECOM

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Examples of Primary Roads in Residential Communities in the City of Vaughan

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:

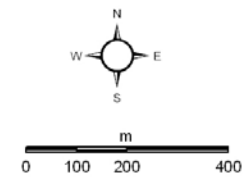
“The existing Block 33 road network does not provide connectivity between the east and west sides of Highway 400. As a result, the present and future transportation needs of Block 33 are served by the surrounding arterial roads, which are increasingly congested and reaching capacity.

An opportunity exists to improve the Block 33 transportation efficiency by providing a continuous road network between Blocks, shortening travel times, improving emergency response services, providing additional pedestrian facilities and offering access to enhanced transit systems and bicycle networks. This opportunity is consistent with the City’s Official Plan, offers better access to community amenities and promotes sustainable multi-modal transportation options contributing to the reduction of gas emissions.”

Existing Conditions



Basemapping from Ontario Ministry of Natural Resources
Orthophotography: 2007



UTM Zone 17N, NAD 83

2021 AM Peak Hour – V/C Ratios Across Screenline



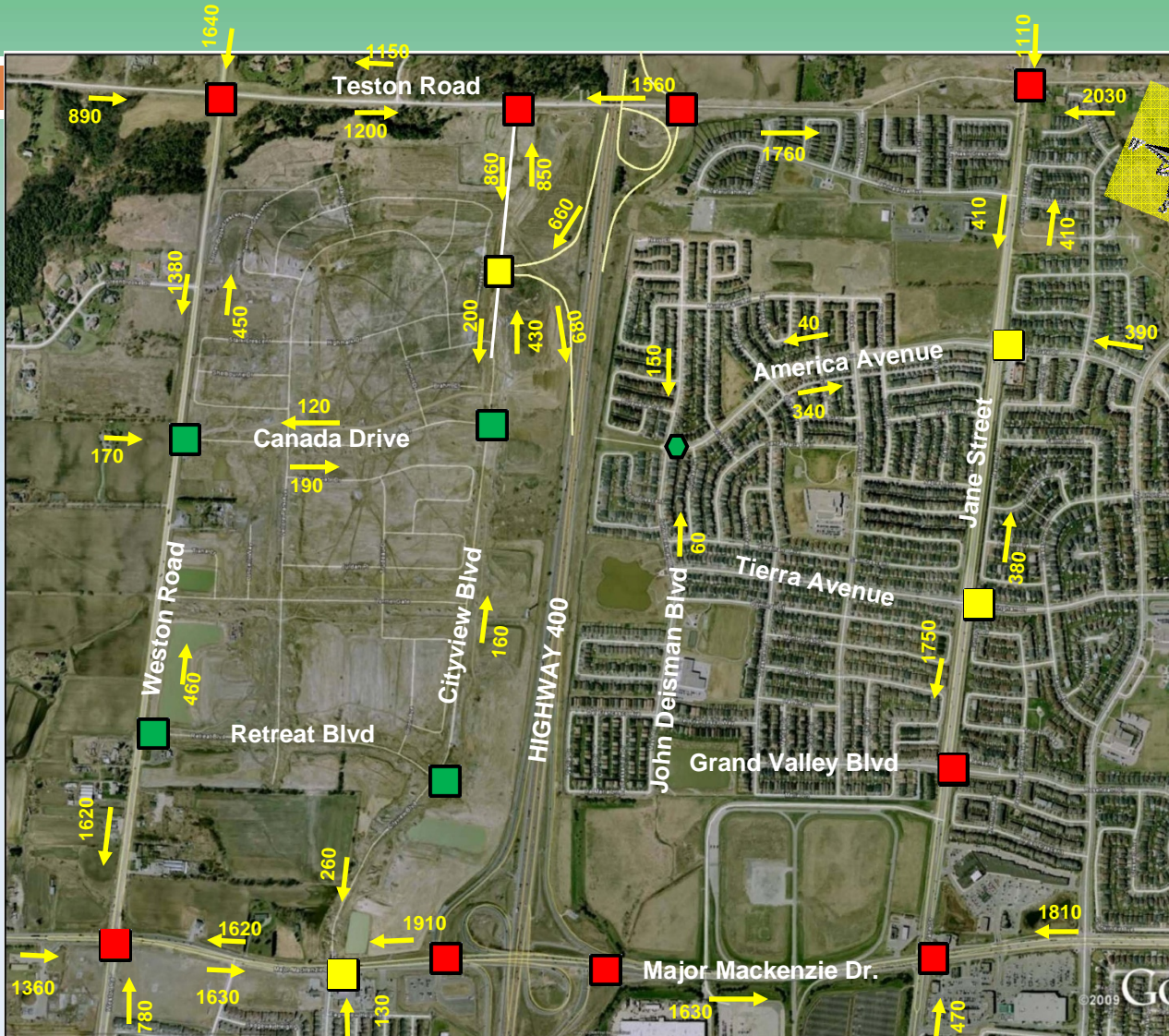
Corridor		2021 (AM Peak Hour)		
		East	West	Both
Teston Road E - E of Hwy 400	Volume	1831	2149	3980
	# Lanes	2	2	4
	Capacity	1800	1800	3600
	V/C ratio	1.02	1.19	1.11
Major Mackenzie Dr. E - E of Hwy 400	Volume	1605	1982	3587
	# Lanes	2	2	4
	Capacity	1800	1800	3600
	V/C ratio	0.89	1.10	1.00
Both corridors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

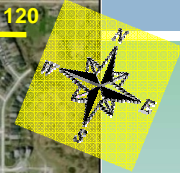
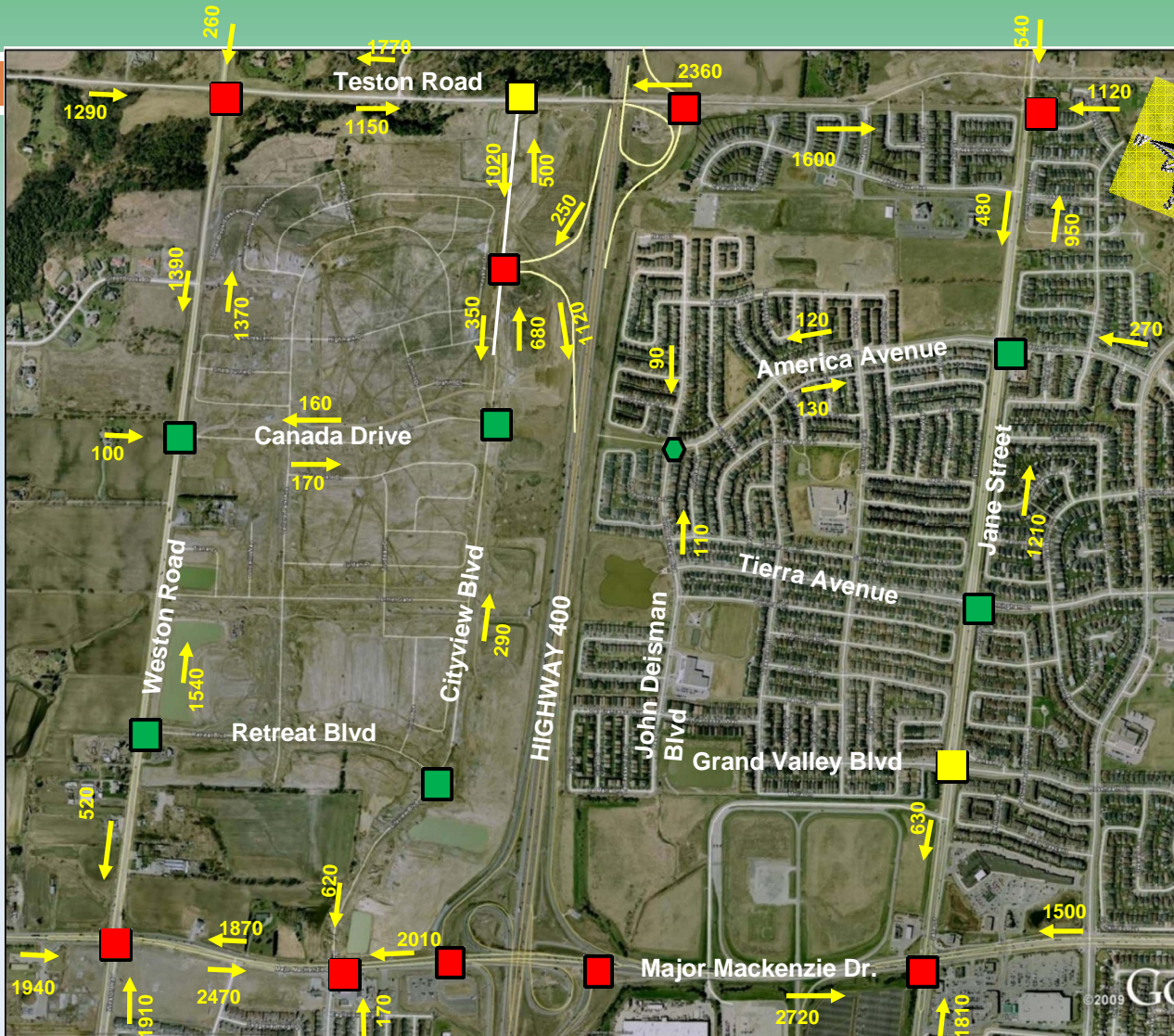
Future (2021) AM Peak Hour Traffic Conditions (Without Proposed Overpass)









LEGEND

-  Unsignalized intersection
-  Signalized intersection
-  V/C > 0.85 (Congested)
-  0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
-  V/C < 0.65 (Uncongested)
-  Travel direction
- 190** Highest volume of vehicle/hour between 07:00AM and 09:00AM

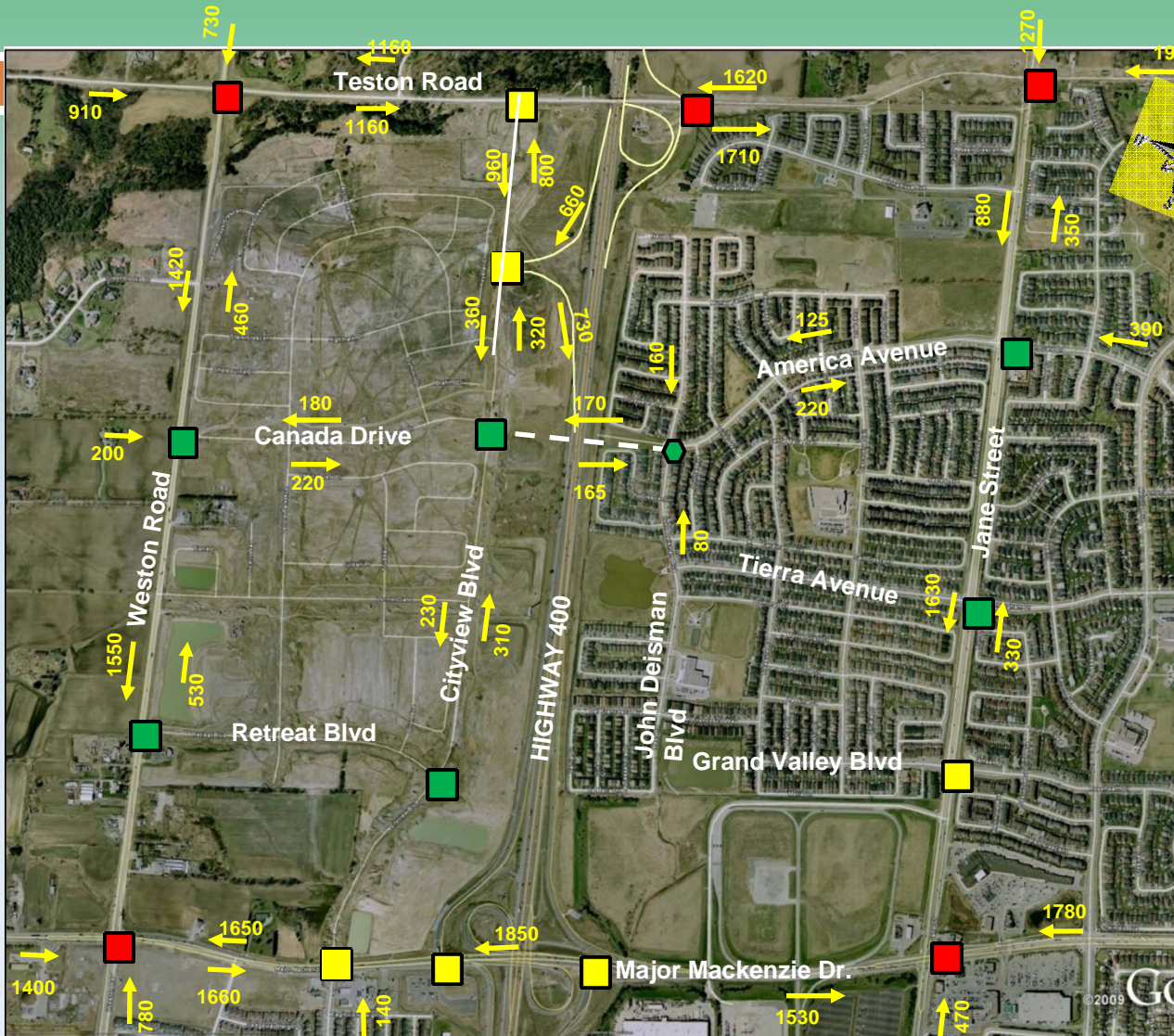
Future (2021) PM Peak Hour Traffic Conditions (Without Proposed Overpass)









LEGEND

-  Unsignalized intersection
-  Signalized intersection
-  $V/C > 0.85$ (Congested)
-  $0.65 \leq V/C \leq 0.85$
(Approaching congestion)
-  $V/C < 0.65$
(Uncongested)
-  Travel direction
- 170**
Highest volume of
vehicle/hour between
04:00PM and 06:00PM

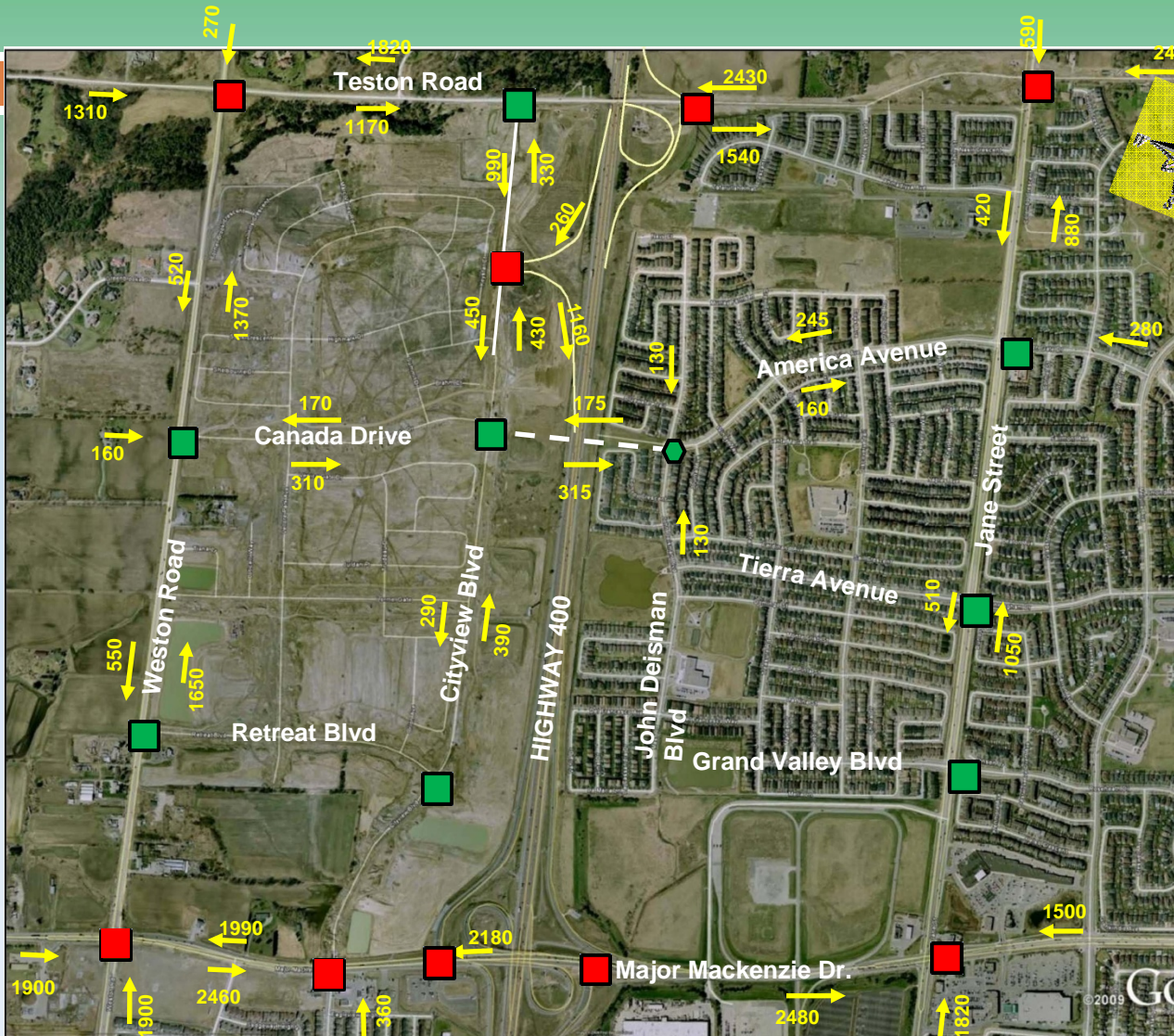
Future (2021) AM Peak Hour Traffic Conditions (With Proposed Overpass)









LEGEND

-  Unsignalized intersection
-  Signalized intersection
-  V/C > 0.85 (Congested)
-  $0.65 \leq V/C \leq 0.85$
(Approaching congestion)
-  V/C < 0.65
(Uncongested)
-  Travel direction
- 220**
Highest volume of
vehicle/hour between
07:00AM and 09:00AM

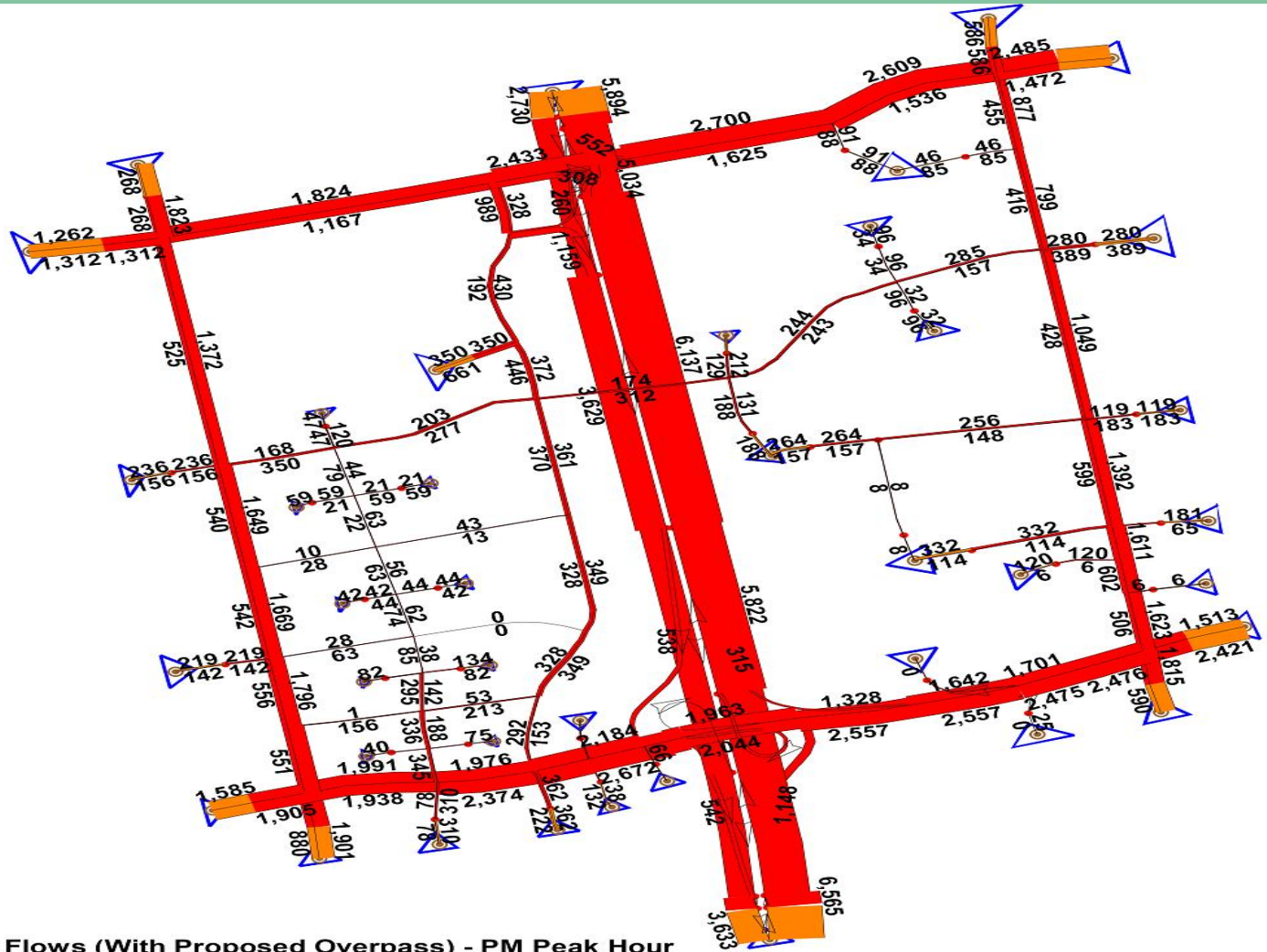
Future (2021) PM Peak Hour Traffic Conditions (With Proposed Overpass)



LEGEND

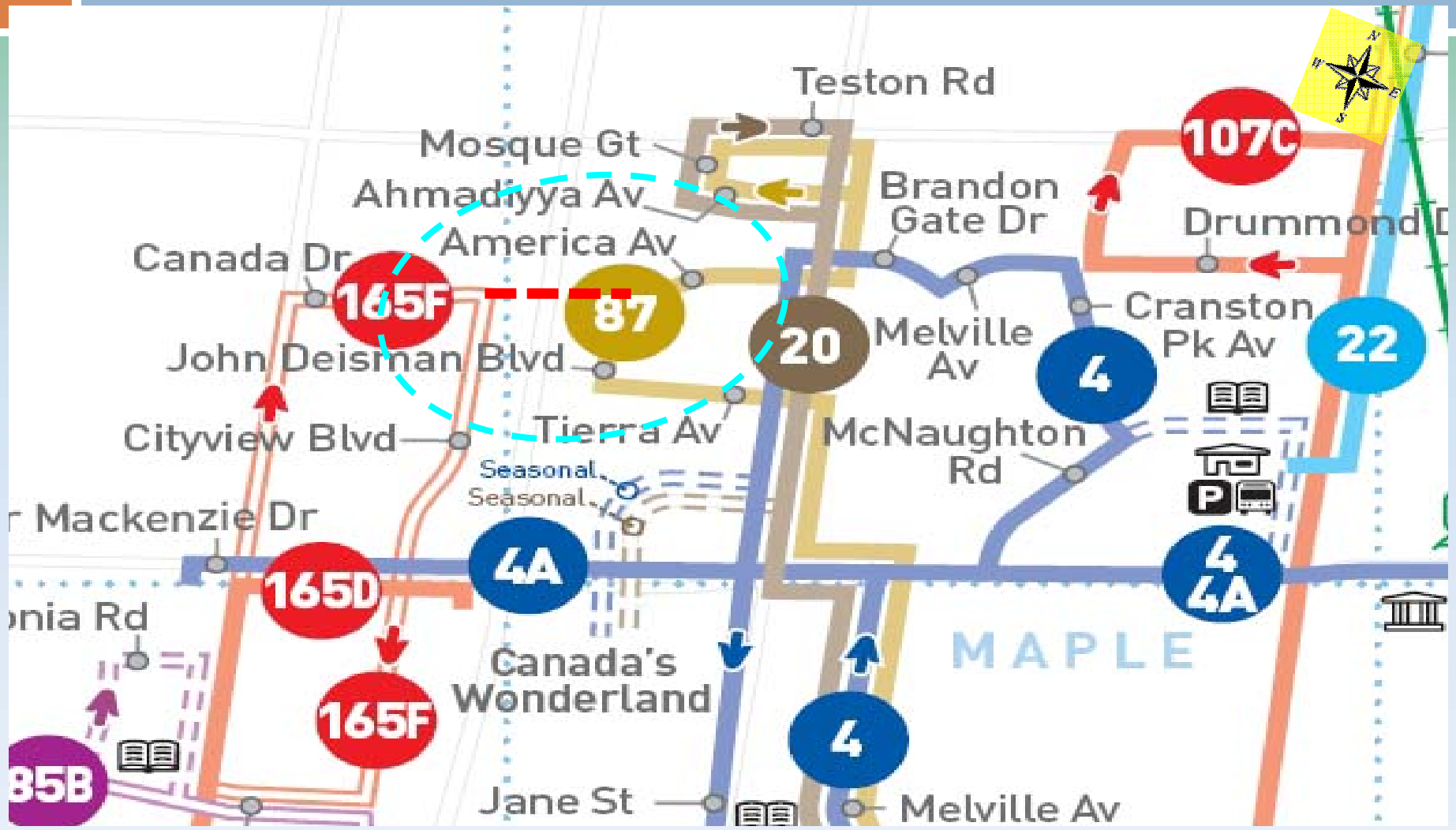
-  Unsignalized intersection
-  Signalized intersection
-  V/C > 0.85 (Congested)
-  0.65 ≤ V/C ≤ 0.85 (Approaching congestion)
-  V/C < 0.65 (Uncongested)
-  Travel direction
- 310**
Highest volume of vehicle/hour between 04:00PM and 06:00PM

2021 Model Simulated Link Flows (With Proposed Overpass) - PM Peak Hour



2021 Model Simulated Link Flows (With Proposed Overpass) - PM Peak Hour

York Region Existing Transit Network



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

- ❑ 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

- ❑ The 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

Evaluation Criteria includes:

- Technical
 - Potential to improve traffic operations and future transportation needs
 - Potential to improve safety for the travelling public
 - Potential for physical & operational implementation
 - Support to support alternative modes including transit, cycling and pedestrian

Phase 2 – Assessment of Alternative Solutions

Evaluation Criteria includes:

- 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 improve emergency services response times(fire, police, & ambulance services)
 - Potential effects on existing community character
 - Potential sustainability improvements to the community
 - Potential to improve safety to cyclists and pedestrians
 - Potential for sharing community resources
 - Potential for improving access to employment and commercial areas
- Financial
 - Potential cost of acquiring property
 - Potential Capital costs to the City of Vaughan for implementation
 - Potential future maintenance costs

Phase 2 – Comparative Evaluation

Preliminary Evaluation Results:

Alternative #1 – Not Recommended as it will not fully address the current or future operation efficiency problems and does not complete the City's road network as outlined in the Official Plan

Alternative #3 – Not Recommended as it will not fully address the current or future operation efficiency problems, does not complete the City's road network as outlined in the Official Plan and major upgrades to existing roadways would be required.

Phase 2 – Preliminary Recommended Alternative Solution

A combination of Alternative #2 and #4 (Reduce Auto Demand and Build Hwy 400 Overpass) is Recommended for the following reasons:

- These alternatives (in combination) are expected to address the Problem/Opportunity Statement as they offer the best opportunity to deal with the identified operational efficiency concerns for personal vehicles and emergency services and will fully implement and complete the planned road network as identified in the City's Official Plan
- Implementing these Alternatives will also provide a local road connection within Block 33, which will allow for the sustainable movement of multi-modal services, including buses, cyclists and pedestrians, and therefore, facilitate access to local community facilities, businesses and schools.

Next Steps

- ❑ Respond to comments from PIF #1 and incorporate into the Phase 1 and 2 Report
- ❑ Post the PIF material and Phase 1 and 2 Report on the website
- ❑ 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

Project Contacts

Thank you for your involvement in this project

For additional information and to submit comments, please visit the project's website www.northmaplebridge.ca or contact one of the following:

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