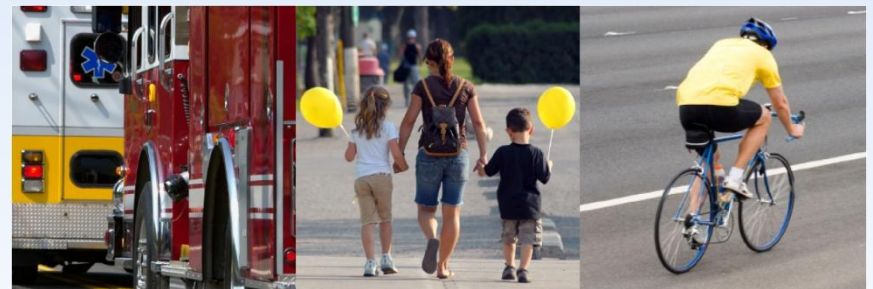


North Maple Community Bridge Class Environmental Assessment

**Citizen's Liaison Committee
Meeting #3
October 3, 2013**



Agenda

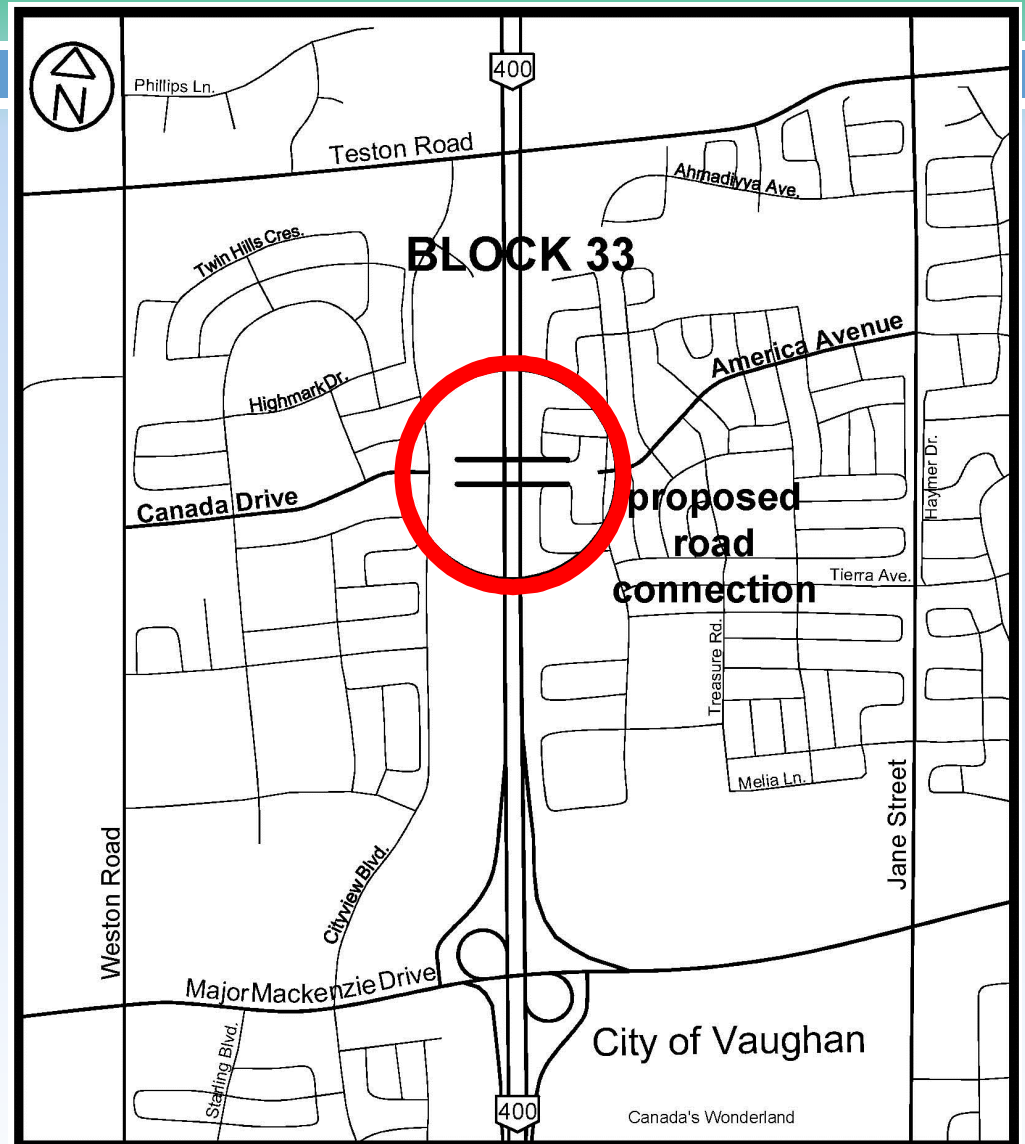
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- ❑ 7:00 p.m. Welcome & Overview, Glenn Pothier
- ❑ 7:05 p.m. City of Vaughan Comments and Perspective
- ❑ 7:15 p.m. Project Recap
- ❑ 7:45 p.m. Traffic Report Update
- ❑ 8:00 p.m. Questions
- ❑ 8:50 p.m. Next Steps
- ❑ 9:00 p.m. Adjourn

Study Area

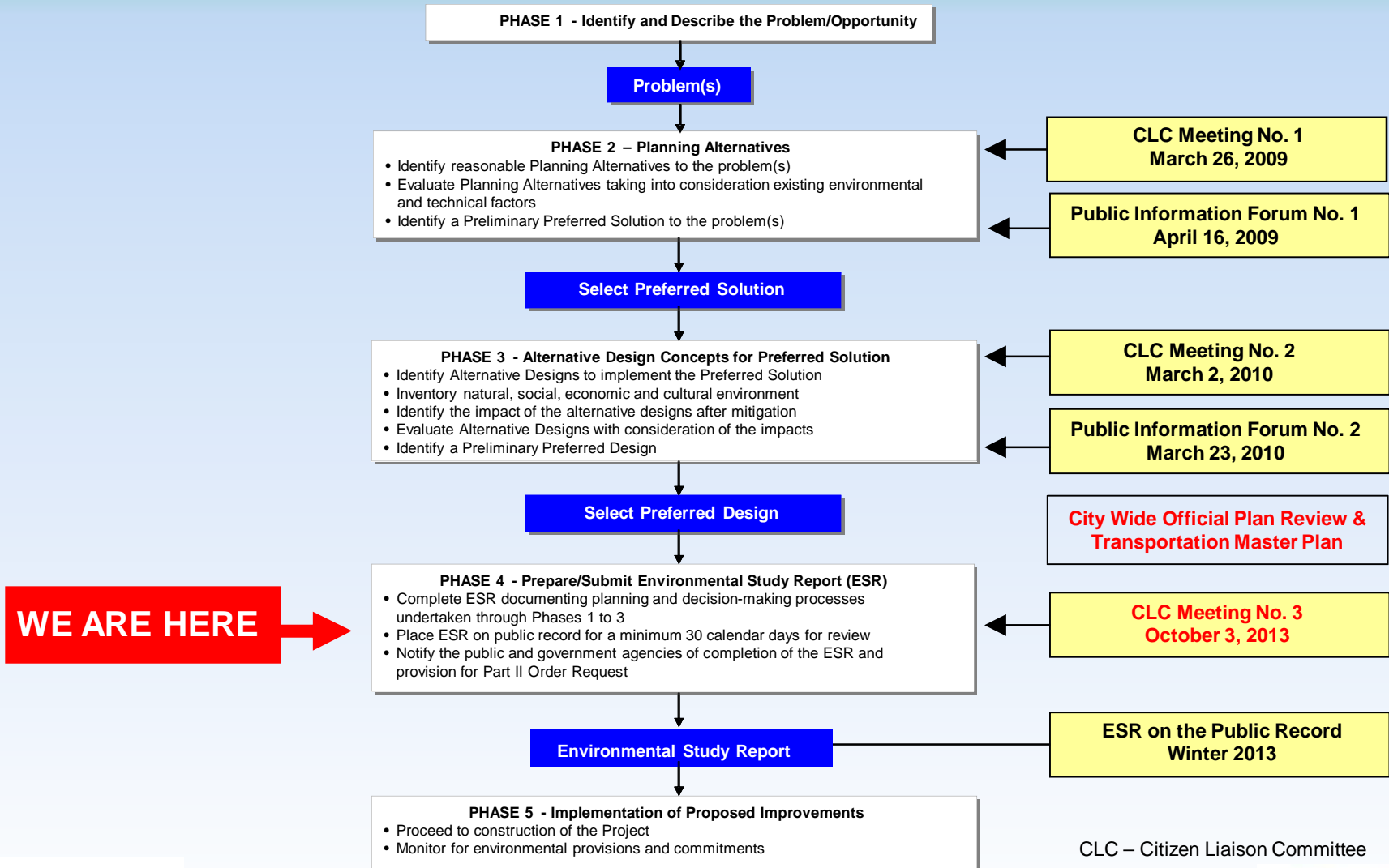
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- The Study Area is bound by:
 - ❖ Teston Road to the North;
 - ❖ Jane Street to the East;
 - ❖ Major Mackenzie to the South;
 - ❖ Weston Road to the West;
 - ❖ Highway 400 bisecting the overall Study Area.



Class EA Process

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CLC – Citizen Liaison Committee



Growth Forecast 2031

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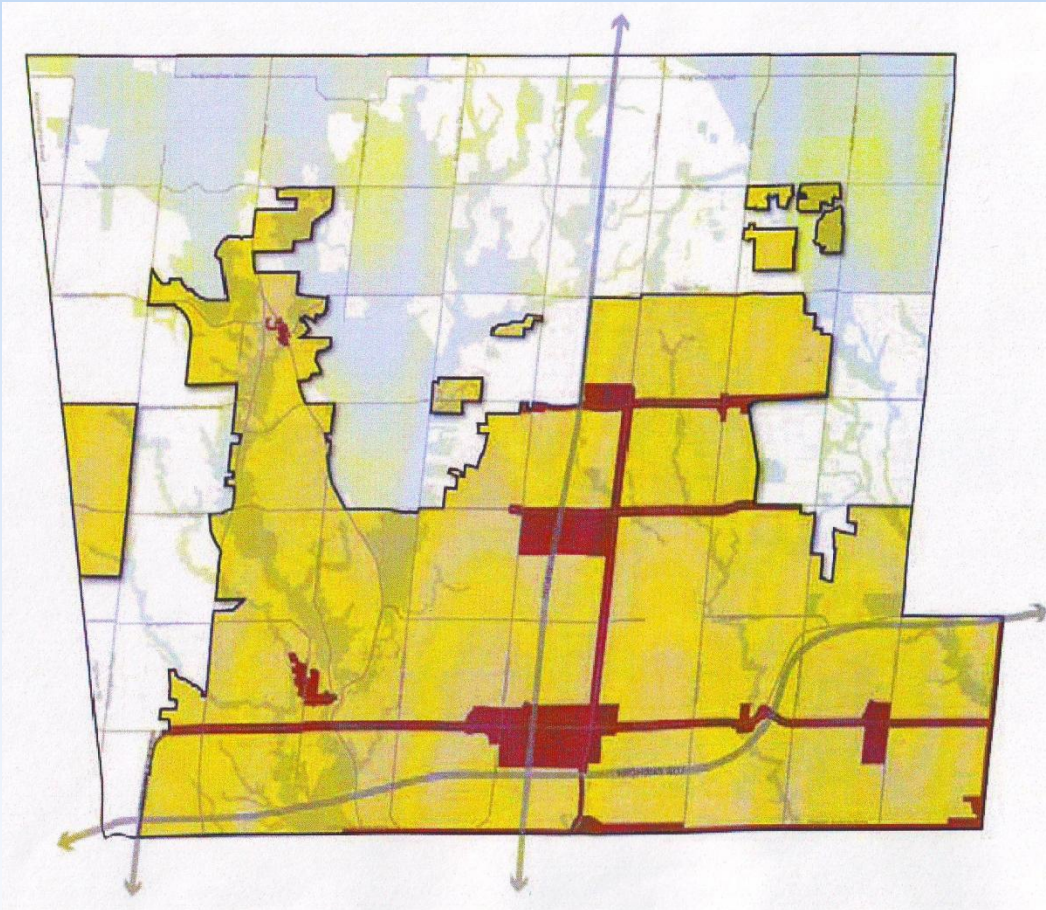
| | 2006 | 2031 | Increase |
|---------------|---------|---------|----------|
| People | 250,000 | 420,000 | 68% |
| Jobs | 159,000 | 266,000 | 67% |

- **Intensification:**
- 48% of residential growth within existing urban boundary

- **Urban Boundary Expansion:**
- 480 hectares new residential areas – Blocks 41 & 27
- 420 hectares new employment areas – Blocks 34 & 35

Intensification Areas

6

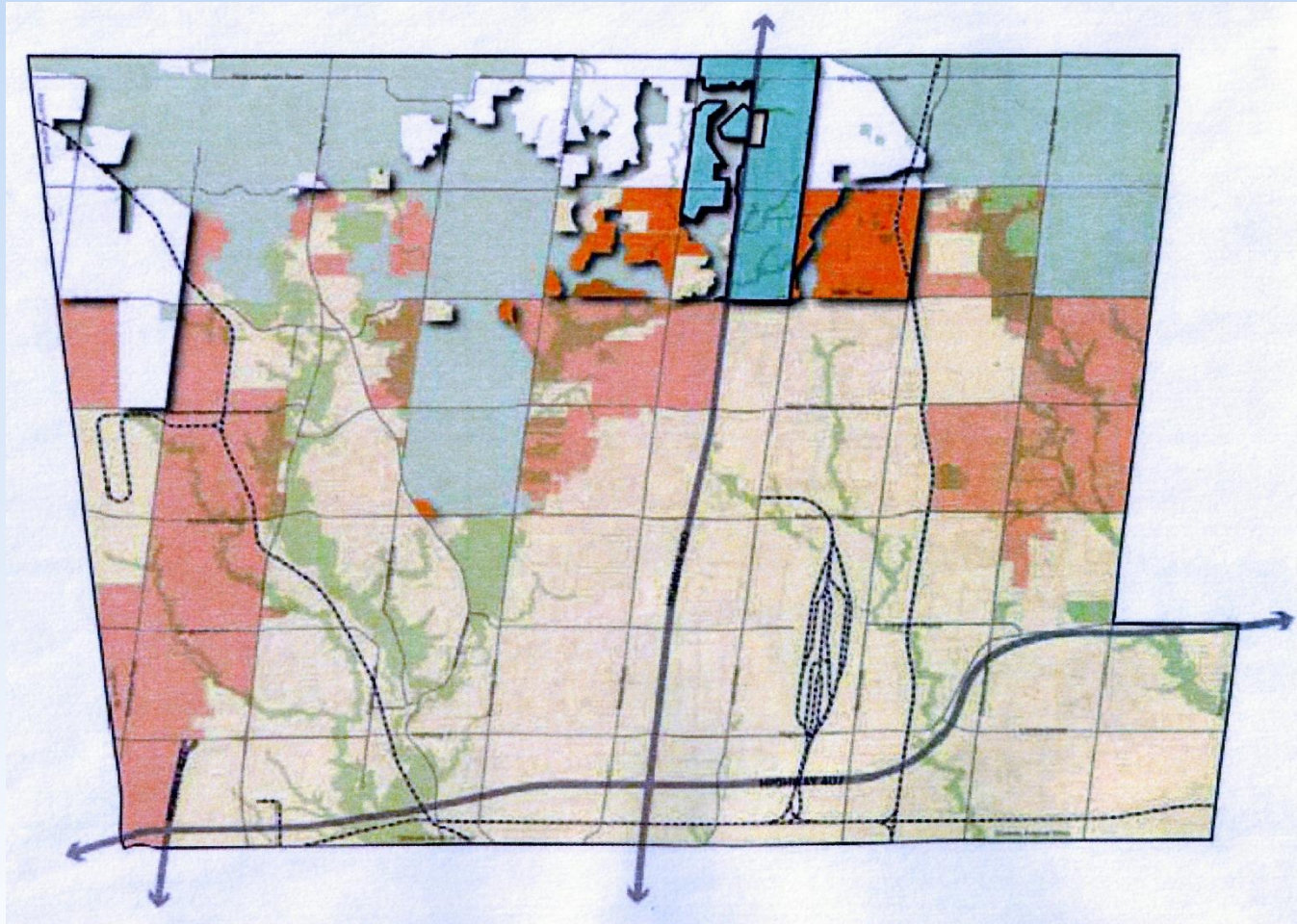


Corridors:

Steeles Avenue
Highway 7 (Avenue 7)
Rutherford Road
Major Mackenzie Drive
Jane Street
Yonge Street

Urban Expansion Areas

7



Employment:

- Blocks 34 & 35
- (OPA 637)

Residential:

- Blocks 41 & 27

Phase 1 Recap – Define the Problem/ Opportunity

8

- ❑ City of Vaughan Transportation Master Plan (*A New Path*) identifies east-west link deficiencies and confirms the need for this bridge connection.
- ❑ 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 the Official Plan, and the recommendations of all related Transportation Master Plans / Studies.
- ❑ Currently, local residents must utilize major arterial roads to move from one side of Highway 400 to the other (i.e., Jane St., Teston Rd., Major Mackenzie Dr., Weston Rd.), resulting in poor transportation efficiency and connectivity for the area.
- ❑ There is a need to implement an identified infrastructure component of the City's Official Plan.

Phase 1 Recap – Problem/ Opportunity Statement

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Based on feedback from CLC and Public, the Problem/Opportunity Statement is as follows:

“The existing Block 33 road network does not provide connectivity between the east and west sides of Highway 400. 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 congestion. As a result, the surrounding arterial roads are reaching capacity, and according to various traffic studies, this is predicted to increase in severity over the next 20 years.

An opportunity exists to improve the transportation efficiency of Block 33 by providing a continuous road network between Blocks, shortening travel times, improving emergency services response times, providing additional pedestrian facilities and offering access to enhanced transit systems and bicycle networks. This opportunity implements an identified component of 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.”

Phase 2 Recap – Alternative Solution(s)

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- ❑ A combination of Alternative Solutions including; **Reduce Auto Demand (Alt 2)** and **Build Highway 400 Overpass (Alt 4)** were recommended for the following reasons:
 - ❖ Combined, these alternatives are expected to address the Problem/Opportunity Statement. They offer the best opportunity to deal with the identified operational efficiency concerns for personal vehicles and emergency services, and they will fully implement and complete the planned road network as identified in the City's Official Plan and Transportation Master Plan (*A New Path*).
 - ❖ 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 improves ease of access to a variety of uses in the area.

Phase 2 Recap – Community Concerns

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N O R T H M A P L E C O M M U N I T Y B R I D G E

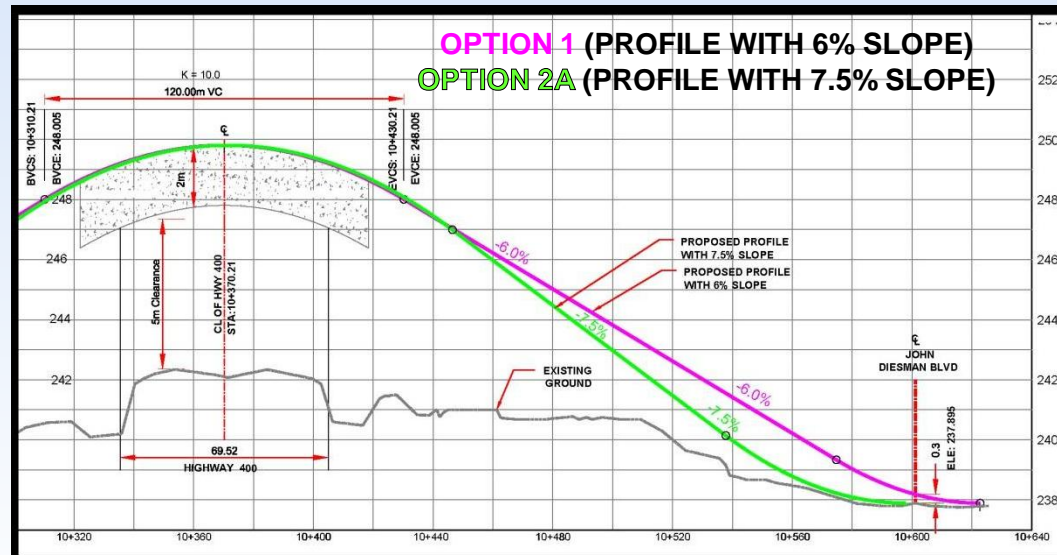
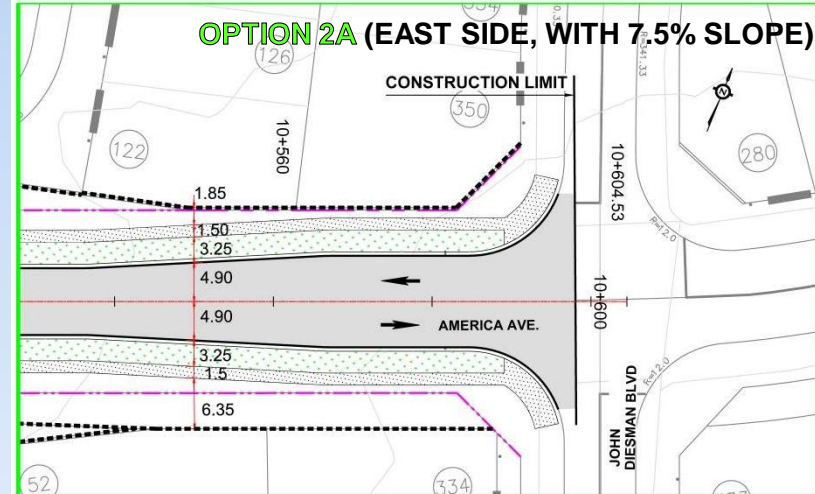
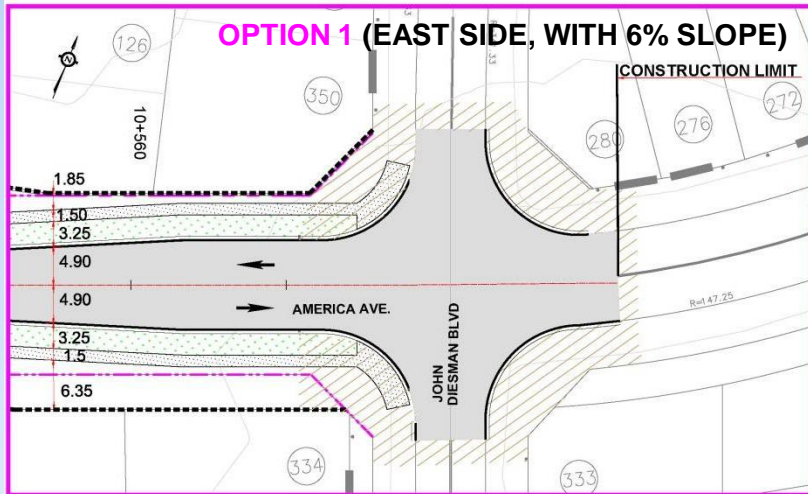
Phase 3 Recap – Alternative Design Concepts

Phase 3 Recap –Alternative Design Concepts

13

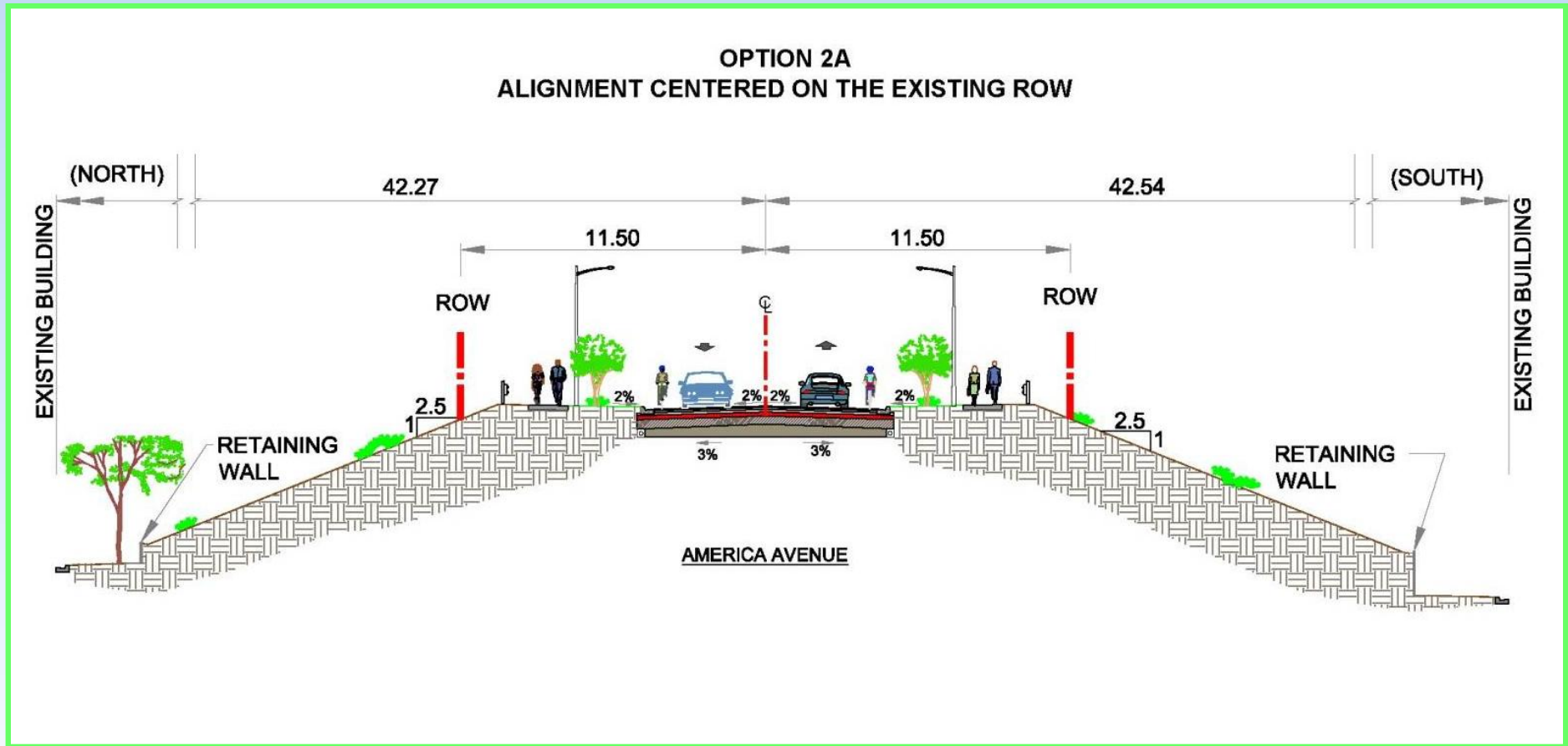
- ❑ Based on existing design/site constraints, the following design concepts were identified:
 - ❖ Option 1- Vertical Alignment with 6% approach slopes and Horizontal Alignment centered in the existing Right of Way
 - ❖ Option 2A- Vertical Alignment with 7.5% approach slopes and Horizontal Alignment centered in the existing Right of Way
 - ❖ Option 2B- Vertical Alignment with 7.5% approach slopes and Horizontal Alignment shifted to the south within available property
 - ❖ Option 3A- Bridge with 2.0m sidewalk, provision for 1.5m bicycle lanes and 3.5m vehicular lanes
 - ❖ Option 3B- Bridge with 2.5m sidewalk, and 4.2m vehicular lanes shared with bicycles

Phase 3 Recap –Alternative Design Concepts, Option 1 vs. Option 2A



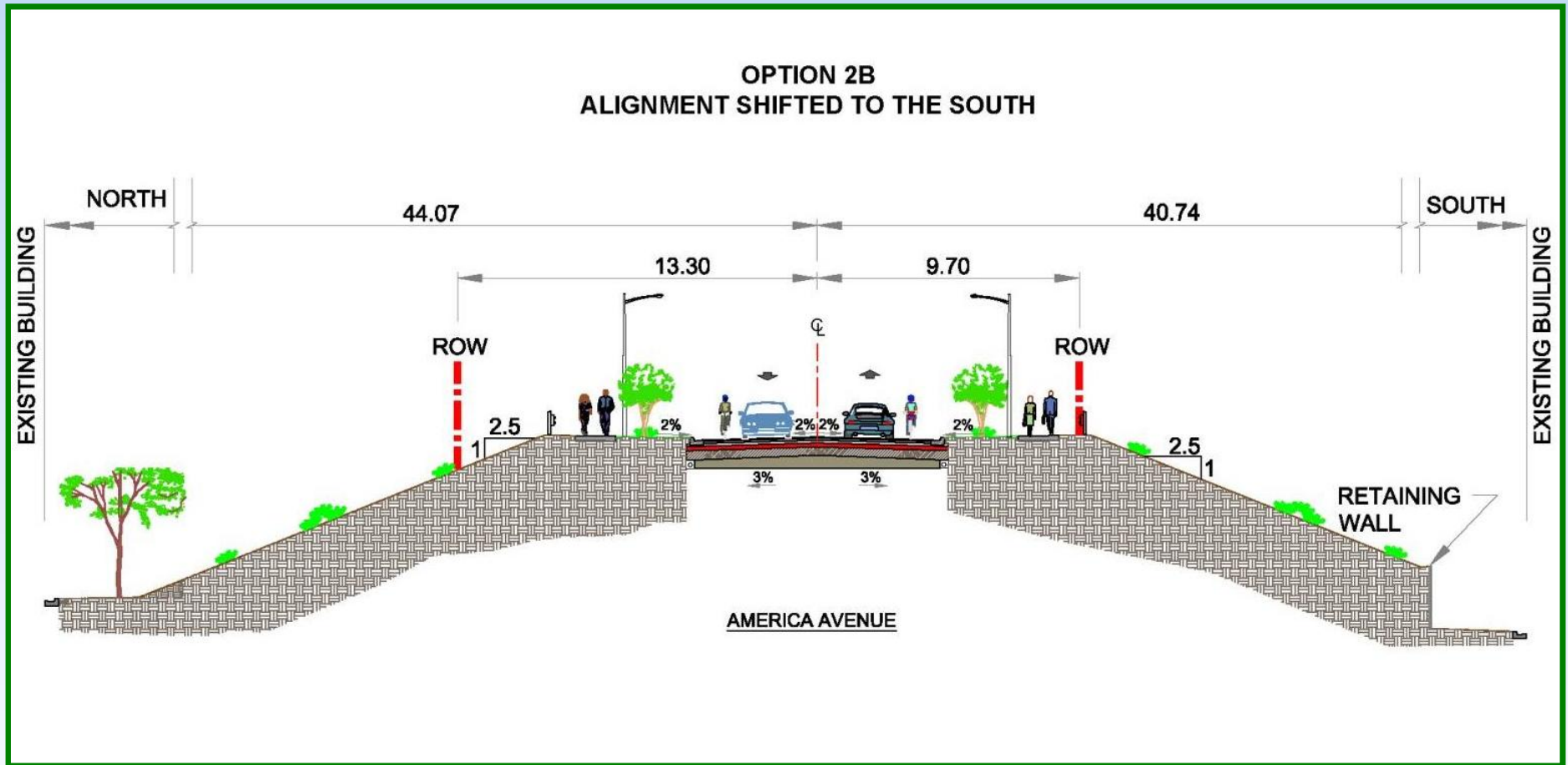
Phase 3 Recap – Alternative Design Concepts, Option 2A Cross Section

15



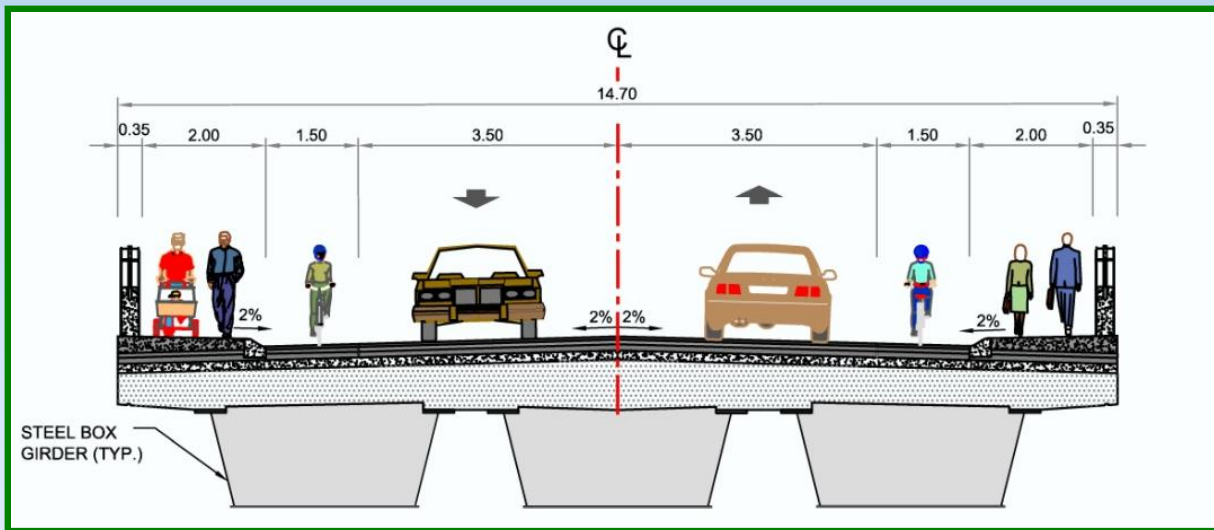
Phase 3 Recap – Alternative Design Concepts, Option 2B Cross Section

16



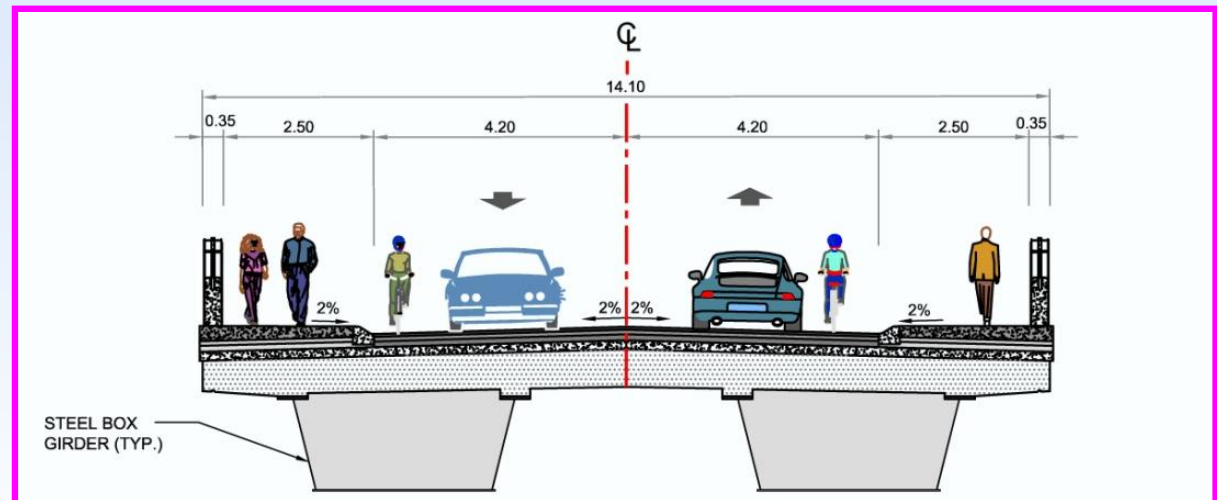
Phase 3 Recap – Alternative Design Concept Option 3A vs. Option 3B

17



Option 3A - Bridge with 2.0m sidewalk, provision for 1.5m bicycle lanes and 3.5m vehicular lanes

Option 3B - Bridge with 2.5m sidewalk, and 4.2m vehicular lanes shared with bicycles



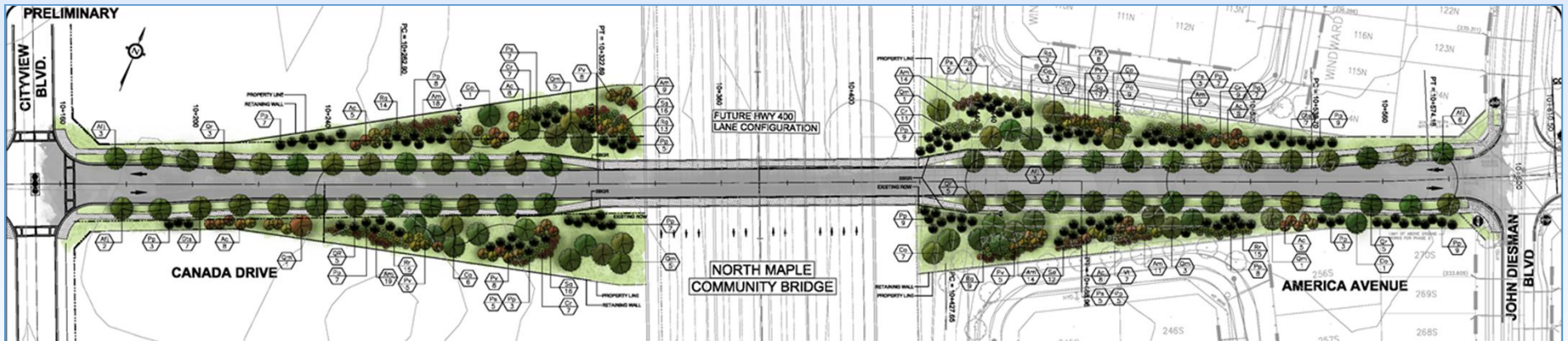
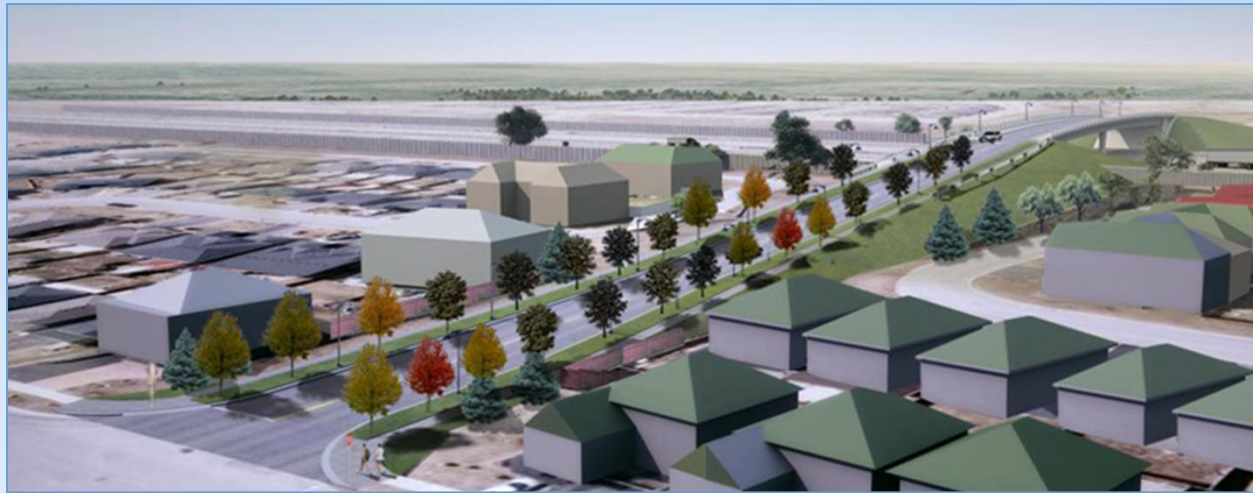
Phase 3 Recap – Preliminary Recommended Alternative Design Concept

18

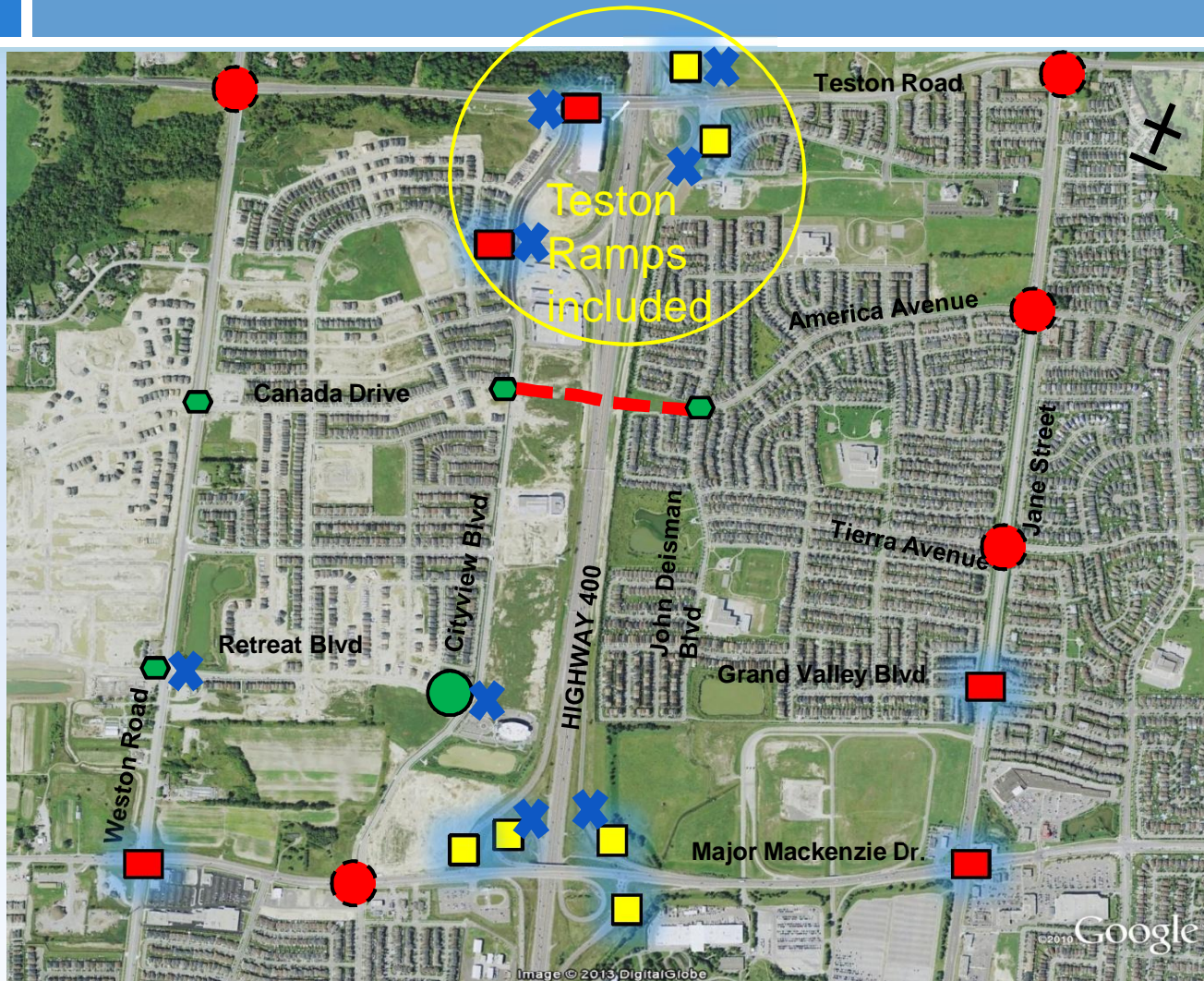
- ❑ The preliminary detailed technical evaluation identified the combination of the following alternative design concepts be advanced as the preferred solution:
 - ❖ Option 2B - Vertical Alignment with 7.5% approach slopes and Horizontal Alignment shifted to the south within available property limits
 - ❖ Option 3A - Bridge with 2.0 m sidewalk, provision for 1.5m bicycle lanes and 3.5m vehicular lanes
 - ❖ Extension of the provision for 1.5m bike lanes through both approaches to the bridge

Alternative Design Concepts – Base Plan / Landscaping

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2013 Traffic Assessment Study Area



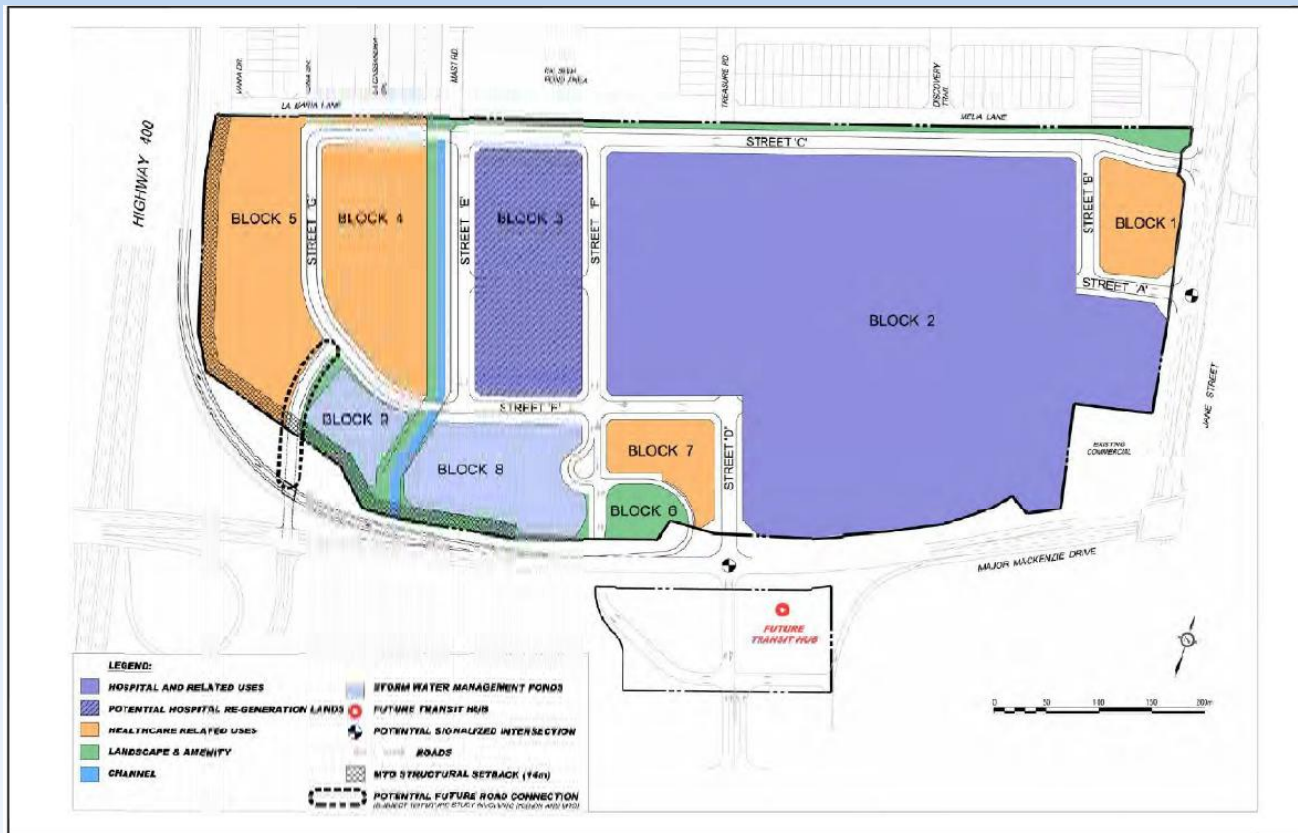
❖ New Teston Ramp traffic counts do not show significant difference from the ones in our 2010 Traffic Study.

LEGEND

- Updated Count Data for:
 - ◆ Unsignalized intersection
 - Signalized intersection
 - Hwy 400 ramp
- Count Data Pre-2011 for:
 - Signalized Intersection
 - Unsignalized intersection
 - ✕ No data available for 2010 Traffic Report

Future Mackenzie Vaughan Hospital

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Vaughan Healthcare Centre Precinct
Plan - Land Use & Road Network

Location: Part of Lot 6,
Concession 2

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Attachment

File: 15.107.3

Date:

September 3, 2013

2

❖ There is no planned connection between the hospital campus and Block 33 East.

❖ Access to the hospital will be gained via Regional roads (Major Mackenzie Drive and Jane Street).

❖ The proposed bridge would not be a major route to and from the hospital.

❖ The proposed bridge could serve as a back-up for emergency access to the hospital.



North Maple Community Bridge Class EA



Conclusions

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- ❑ Consistent with the conclusion of 2010 Traffic Study and the Transportation Master Plan (*A New Path*), the major arterial roadways in their existing configuration will not be able to accommodate the east-west travel demand growth anticipated by the year 2021. This means that the bridge is required, especially to accommodate local traffic.
- ❑ As noted in the 2010 Traffic Study, the volumes on the bridge are estimated at 330 vehicles in the AM peak hour (between 7 to 9 a.m.) and 485 vehicles in the PM peak hour (between 4 to 6 p.m.).
- ❑ On America Avenue east approach to John Deisman – 140 vehicles in the AM peak hour and 160 vehicles in the PM peak hour.
- ❑ On Canada Drive west approach to Cityview Boulevard – 240 vehicles in the AM peak hour and 200 vehicles in the PM peak hour.

Questions?



Next Steps

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- Finalize Environmental Study Report (ESR)
- Present findings and conclusions of final Draft ESR to City of Vaughan Council
- Issue Notice of Study Completion and post on Public Record for Public Review for 30 Calendar Days
- During the 30 day review period the public will have the opportunity to comment directly to the Project Team
- Any individual may submit a request to the Minister of the Environment for a Part II Order under the Ontario *Environmental Assessment Act*

Project Contacts

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