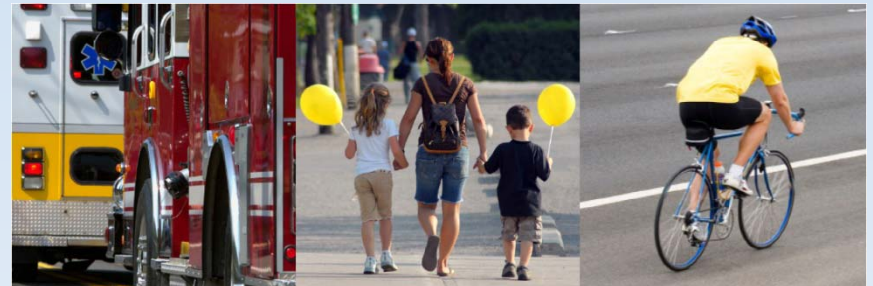


North Maple Community Bridge Class EA Citizen's Liaison Committee Meeting #2 March 2, 2010





Key Meeting Objectives

- Provide a project/contextual recap and update: the study, process, background, problem/opportunity statement, the preferred and recommended alternative solution
- Present and get feedback on the preliminary design alternatives and related options — including relative strengths/weaknesses
- Address questions of fact or clarification
- Outline next steps

Agenda

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- 7:00 p.m. Welcome & Overview Glenn Pothier - IPF
- 7:15 p.m. Project Recap and Update
- 7:45 p.m. Phase 3: Design Concepts
- 8:30 p.m. Q & A and Discussion
- 9:15 p.m. Next Steps (March 23rd Public Information Forum #2)
- 9:25 p.m. Wrap-up & Adjourn



Role of the CLC

■ Purpose:

- *Dialogue and information exchange*
- *Advice/input on and joint exploration of key issues, concerns, challenges, opportunities*
- *A sounding board: review and comment on project materials, directions, options*
- *Liaison — a conduit to/from the community*
- *Facilitate a high quality project end product*

■ The Project Team commitment:

- *Listen to, seriously consider, be respectful of participants' views, perspectives, opinions*
- *Varying roles: observe, inform, clarify, facilitate*



Getting and Giving the Most

- It's OUR meeting...participate enthusiastically
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach
- No dissertations (rather, 'rap and roll')



Food for Thought

“The knowledge of the world is only to be acquired
in the world, and not in a closet”

Earl of Chesterfield

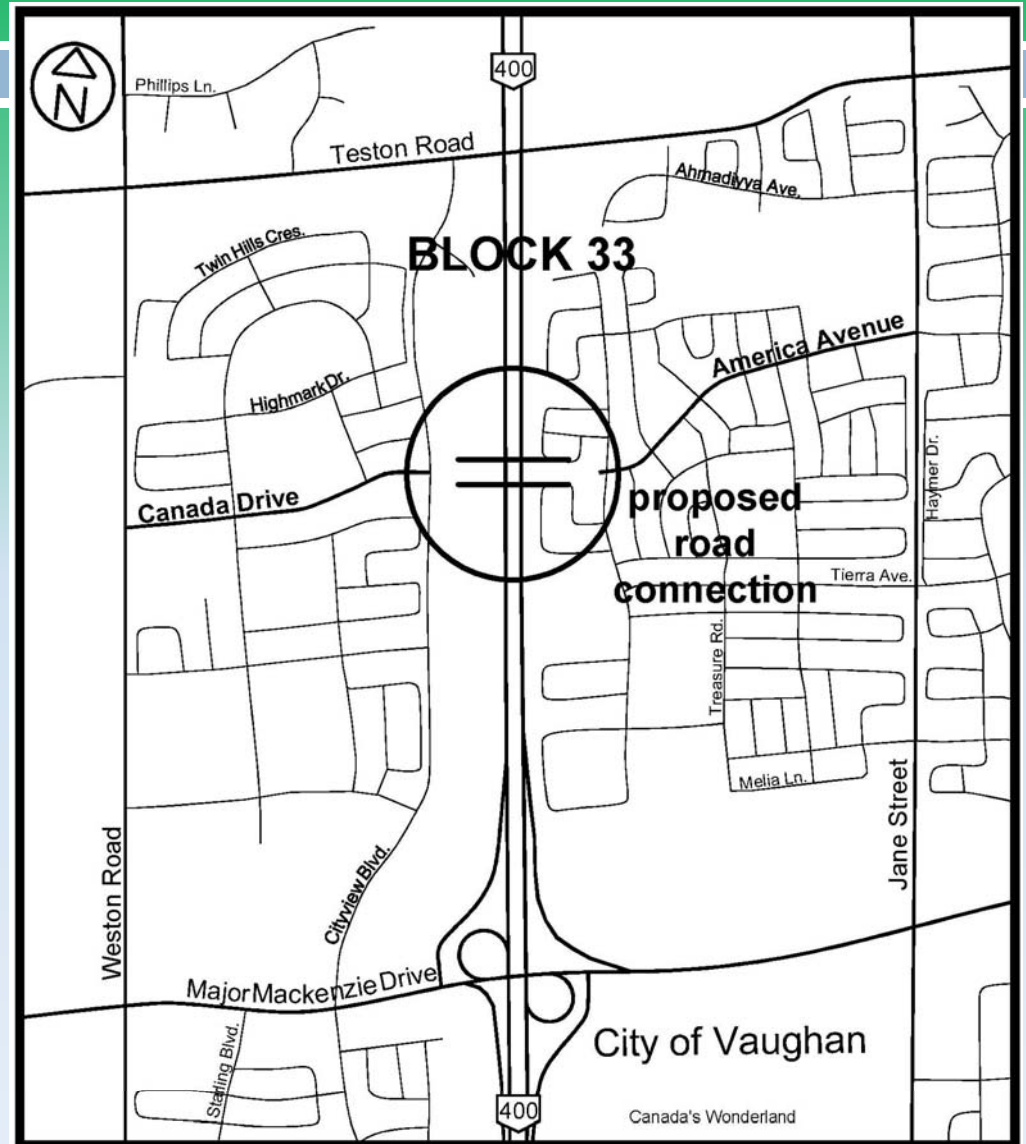
“He speaks to me as if I was a public meeting”

G.W.E. Russell

Study Area

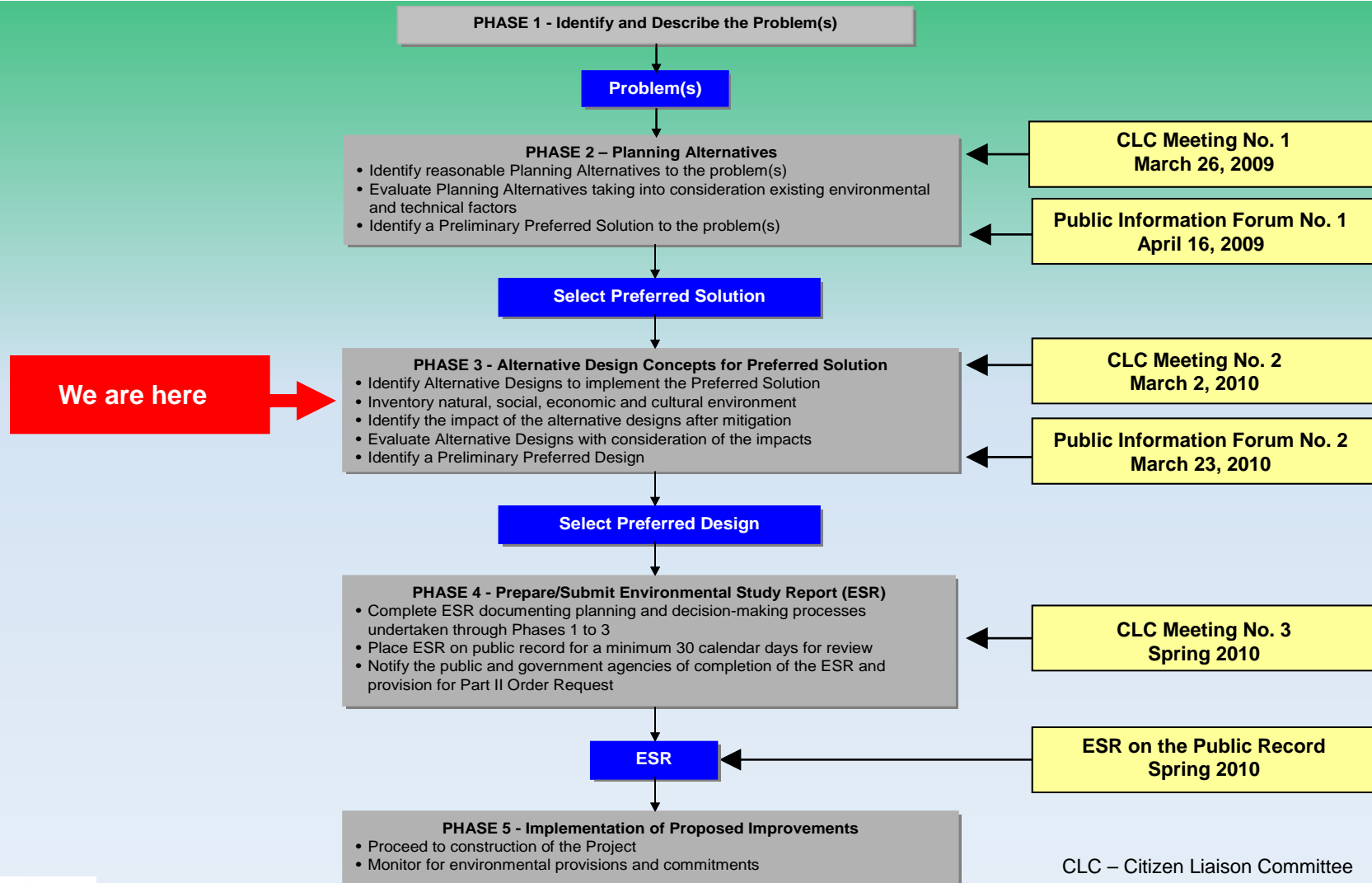
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- The Study Area is bound by:
 - Teston Road to the North;
 - Jane Street to the East;
 - Major Mackenzie to the South;
 - Weston Road to the West;
 - Highway 400 bisecting the overall Study Area.



Class EA Process

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CLC – Citizen Liaison Committee

Study Background

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- The need for a primary crossing of Highway 400 has been established and identified 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
 - Vaughan OPA No. 650
 - 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

Phase 1 Recap – Define the Problem/ Opportunity

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- ❑ Numerous planning documents and studies (i.e. OPA No. 400/600/650, 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 Recap – Define the Problem/ Opportunity

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- ❑ 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.
- ❑ 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 the CLC and the Public, the Project Team revised the Problem/Opportunity Statement 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.

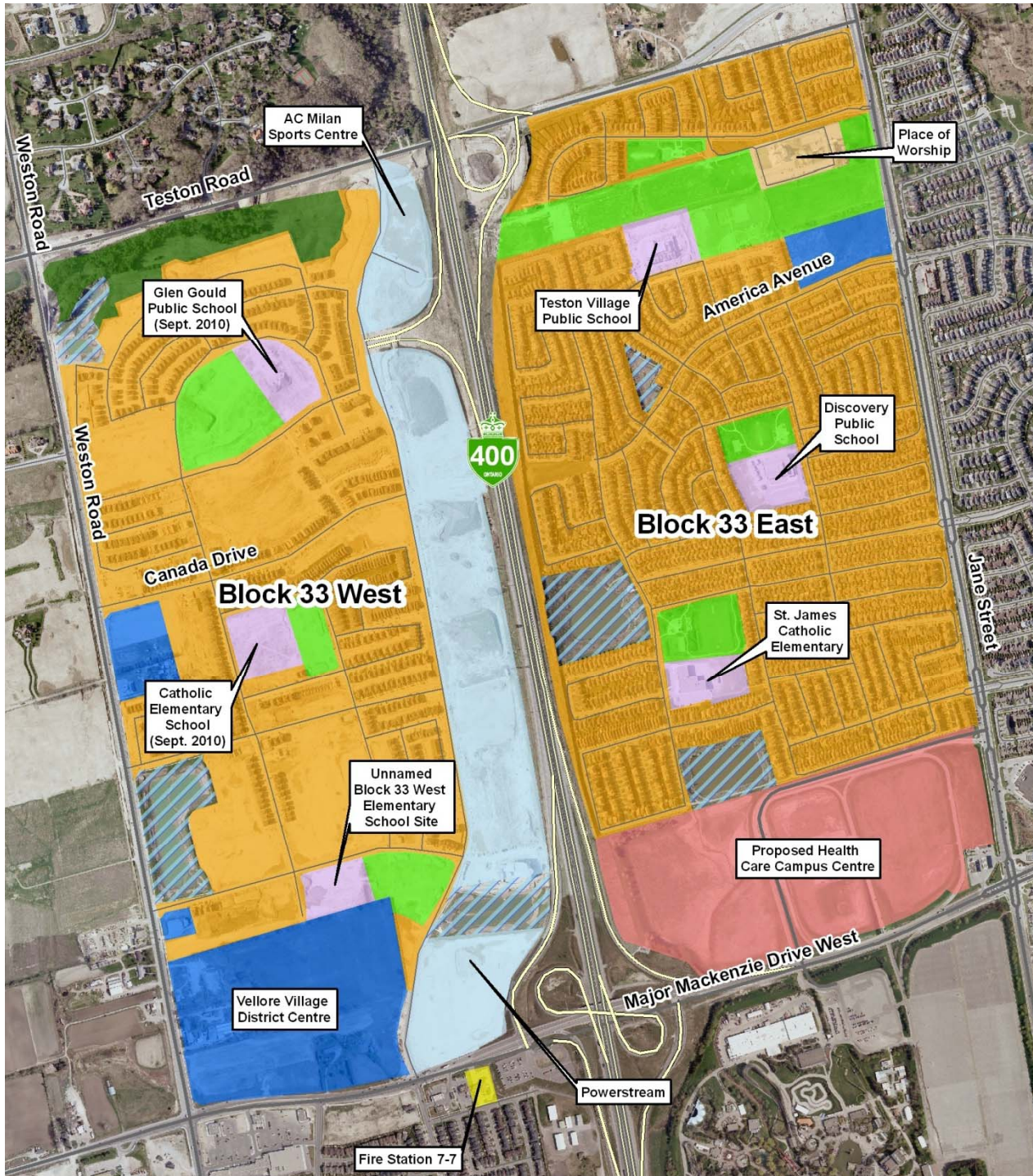
An opportunity exists to improve the transportation efficiency of Block 33 by providing a continuous road network between Blocks, shortening travel times, improving emergency services response times, providing additional pedestrian facilities and offering access to enhanced transit systems and bicycle 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 – Study Area Existing Conditions

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- 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



Phase 2 Recap – Identify Alternative Solutions

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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 Recap – Alternative Solutions Ranking

Alternative No. 1 Do Nothing	Alternative No. 2 Reduce Auto Demand	Alternative No. 3 Upgrade/ Improve Other Roadways	Alternative No. 4 400 Overpass
<p>Not Recommended (3rd) This Alternative Solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> ▪ Does not address current and future traffic operation issues ▪ Does not improve safety ▪ Does not implement the road network as outlined in the City's Official Plan ▪ Does not improve emergency services response times ▪ Does not provide connectivity for multi-modal transportation options <p><i>Further, this alternative does not fully address the problems and opportunities for the project and therefore, will not be carried forward.</i></p>	<p>Recommended (Tied for 1st) This Alternative Solution is recommended for the following reasons:</p> <ul style="list-style-type: none"> ▪ Improves current and future traffic conditions ▪ Improves safety ▪ Provides for multi-modal transportation options ▪ Improves local sustainability ▪ Low Capital costs ▪ Low future maintenance costs <p><i>Although this alternative does not implement the road network as outlined in the City's Official Plan and does not improve emergency services response times, when combined with Alternative #4, the problem and opportunities for the project will be met. Therefore, this alternative will be carried forward to Phase 3 of the Class EA process.</i></p>	<p>Not Recommended (2nd) This Alternative Solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> ▪ Does not address current and future traffic operation issues ▪ Does not improve safety ▪ Does not implement the road network as outlined in the City's Official Plan ▪ Minimal improvement to emergency services response times ▪ Does not provide connectivity for multi-modal transportation options ▪ Capital costs will be high ▪ Future maintenance costs will be high <p><i>Further, this alternative does not fully address the problems and opportunities for the project and therefore, will not be carried forward.</i></p>	<p>Recommended (Tied for 1st) This Alternative Solution is recommended for the following reasons:</p> <ul style="list-style-type: none"> ▪ Improves current and future traffic conditions ▪ Provides connectivity for multi-modal transportation options ▪ Implement the road network as outlined in the City's Official Plan ▪ Improves emergency services response times ▪ Improves local sustainability ▪ Improves ability to access community facilities throughout Block 33 ▪ No costs for acquiring property ▪ No Capital costs <p><i>This alternative, in combination with Alternative #2, will fully address the problems and opportunities for the project and will be carried forward to Phase 3 of the Class EA process.</i></p>

Phase 2 Recap – Preliminary Recommended Alternative Solution

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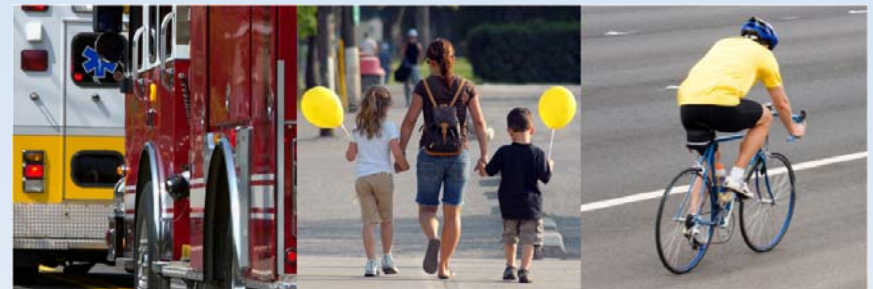
- ❑ A combination of Alternative #2 and #4 (Reduce Auto Demand and Build Hwy 400 Overpass) is Recommended for the following reasons:
 - ❑ Combined, these alternatives are expected to address the Problem/Opportunity Statement. They offer the best opportunity to deal with the identified operational efficiency 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
 - ❑ 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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- Problem/ Opportunity statement altered based on input from CLC #1
- Understand safety of residents and children is a major concern
- Incorporated additional/new data into the traffic model

Phase 3 of the Class EA Process: Design Concepts



Alternative Design Concepts

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Design Constraints

- ❑ Existing alignment with Available Property.
- ❑ Elevation at John Diesman Blvd
- ❑ Elevation at Canada Drive
- ❑ Bridge Span - Highway 400 future Cross-section: 10 Lanes plus ramps
- ❑ Minimum Clearance over Highway 400: 5m
- ❑ Two span structure with a central pier over Hwy 400
- ❑ MTO design requirements.

Identify Alternative Design Concepts

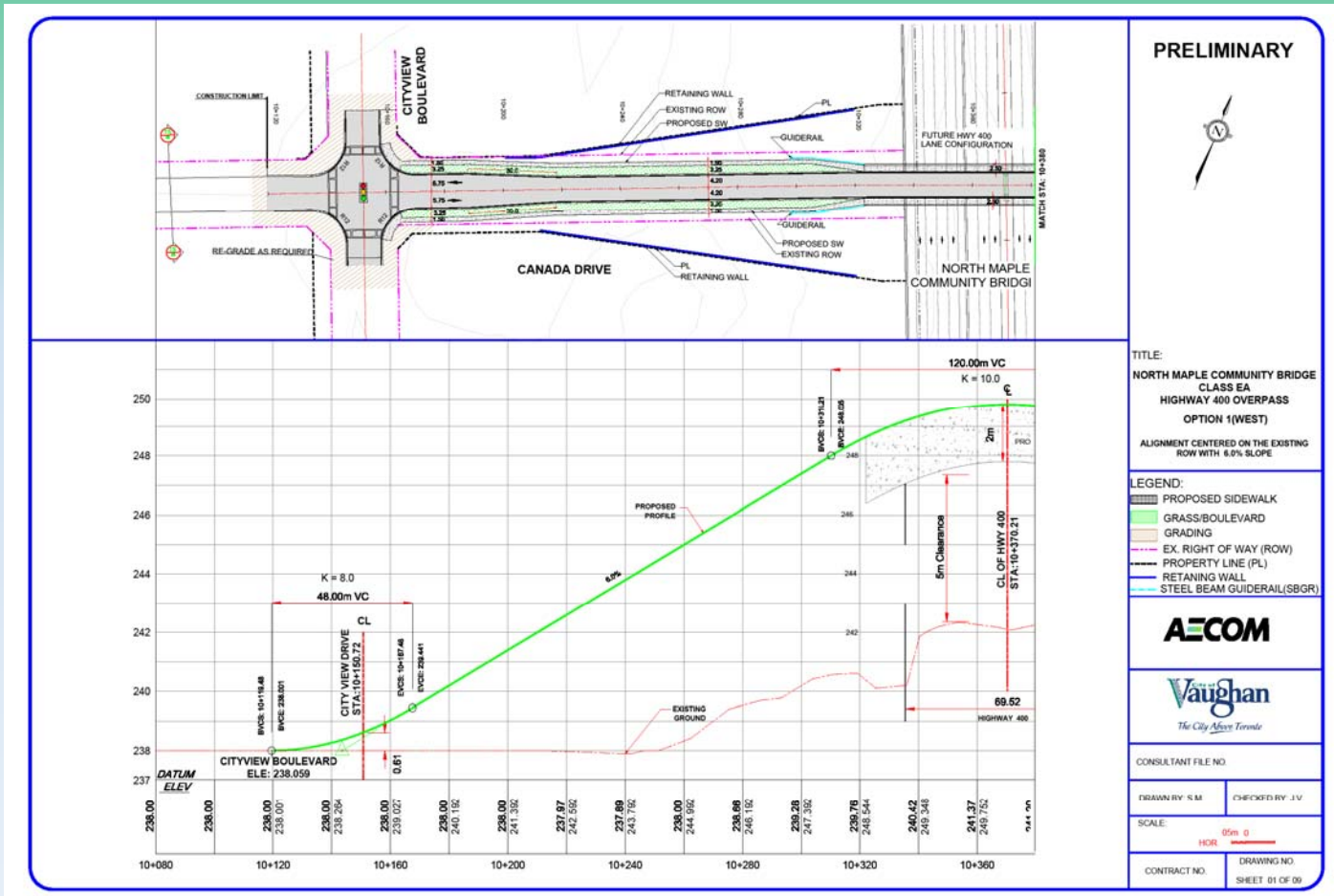
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- ❑ Based on the constraints we identified the following design concepts:
 - ❑ Option 1- 6% approach slopes to the Bridge with alignment centered in the existing Right of Way (ROW)
 - ❑ Option 2A- 7.5% approach slopes to the Bridge with alignment centered in the existing Right of Way (ROW)
 - ❑ Option 2B- 7.5% approach slopes to the Bridge with alignment shifted to the South
 - ❑ Option 3A- Bridge with 3.5m Sidewalk
 - ❑ Option 3B- Bridge with 2.5m Sidewalk

Alternative Design Concepts - Option 1 - West Side

22

6% approach slopes to the Bridge with alignment centered in the existing Right of Way

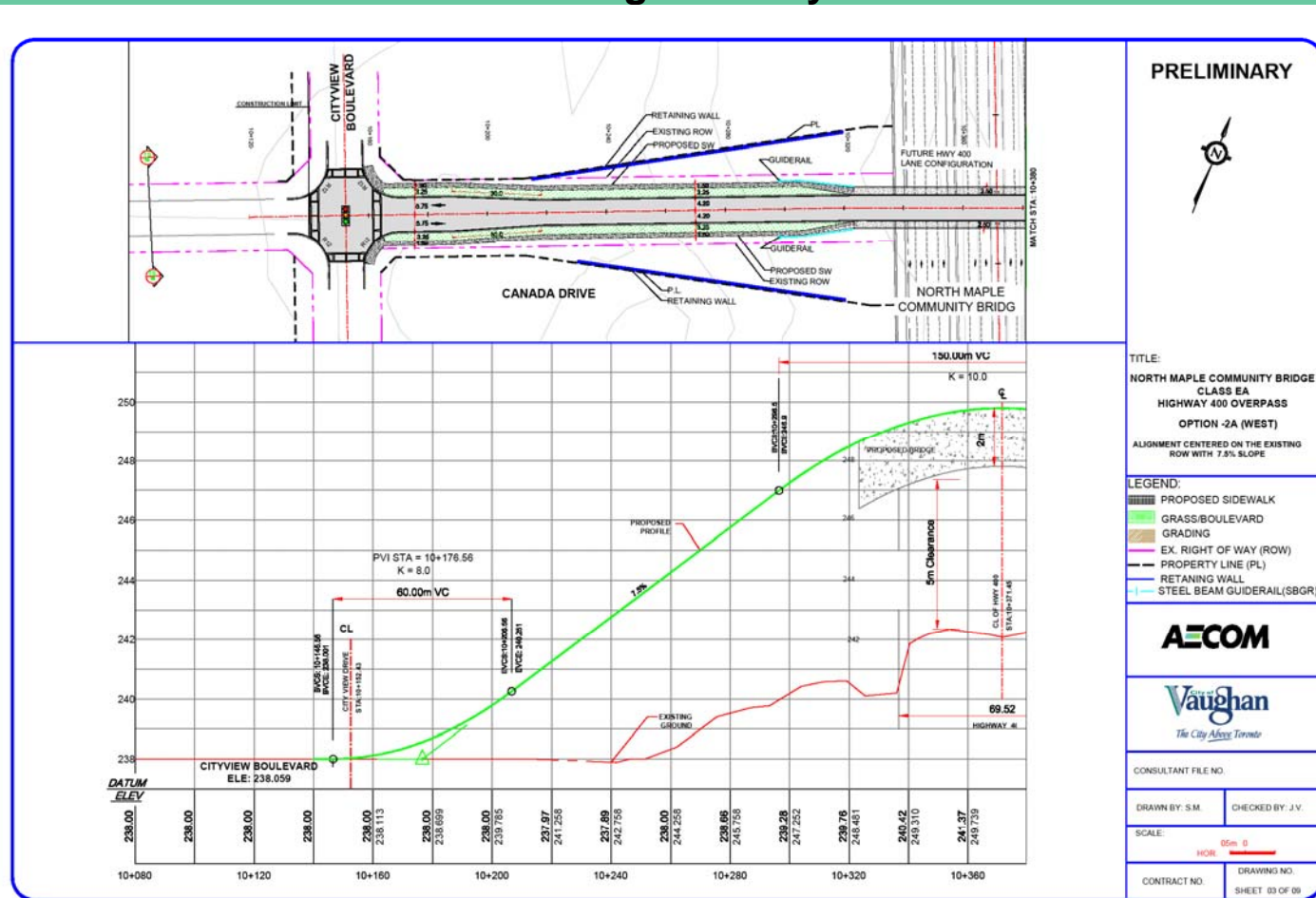


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Alternative Design Concepts - Option 2A- West side

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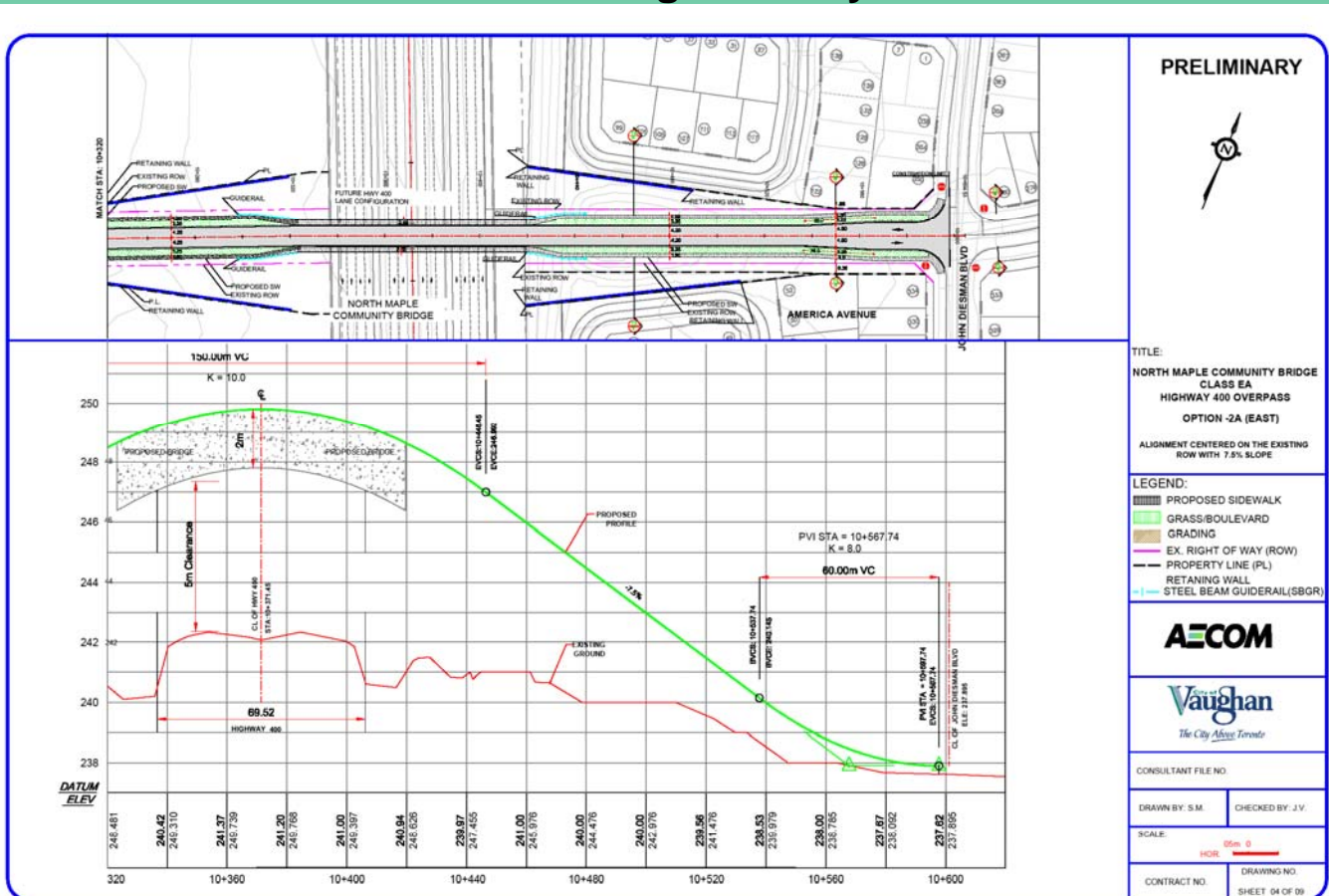
7.5% approach slopes to the Bridge with alignment centered in the existing Right of Way



Alternative Design Concepts - Option 2A- East side

25

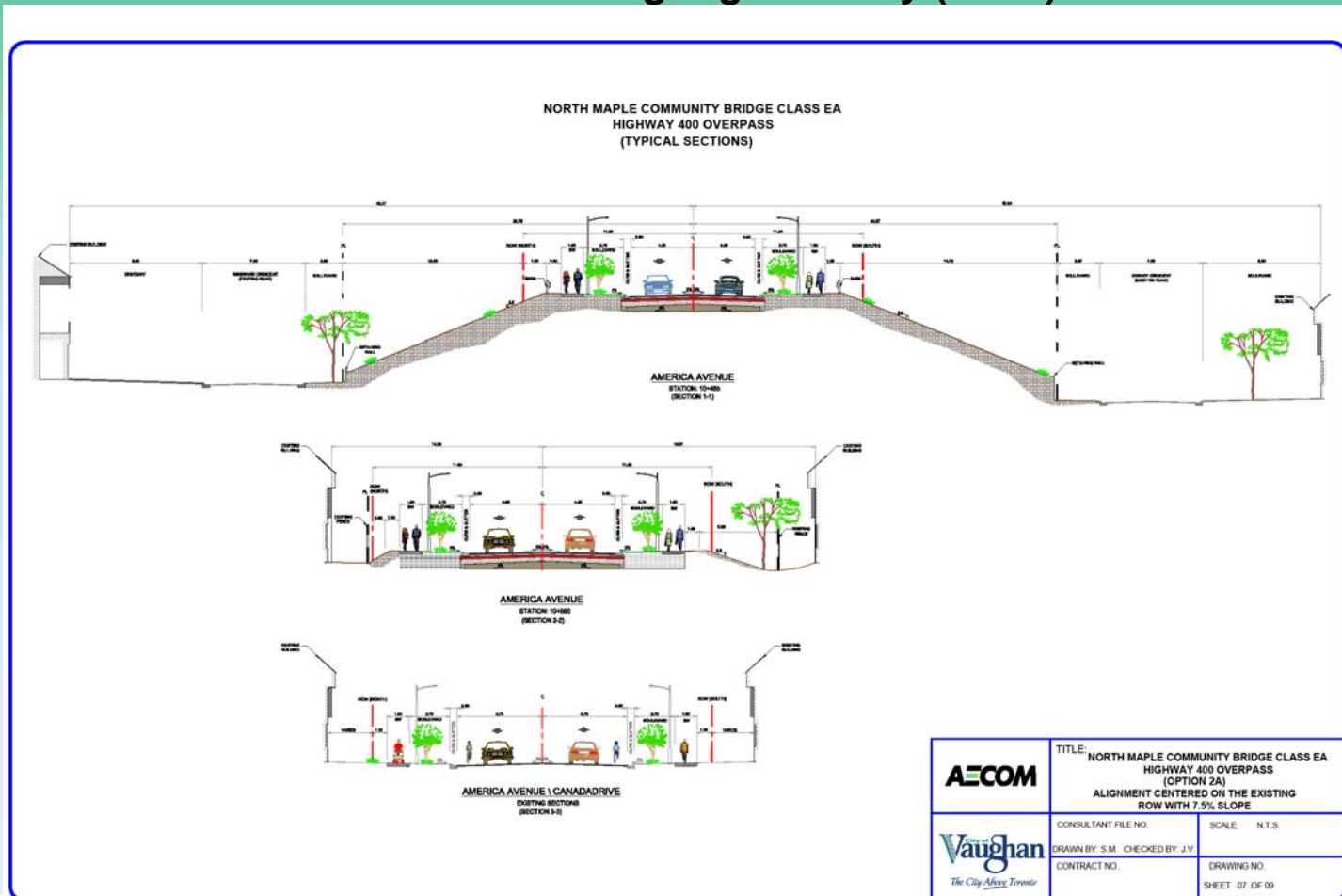
7.5% approach slopes to the Bridge with alignment centered in the existing Right of Way



Alternative Design Concepts - Option 2A

26

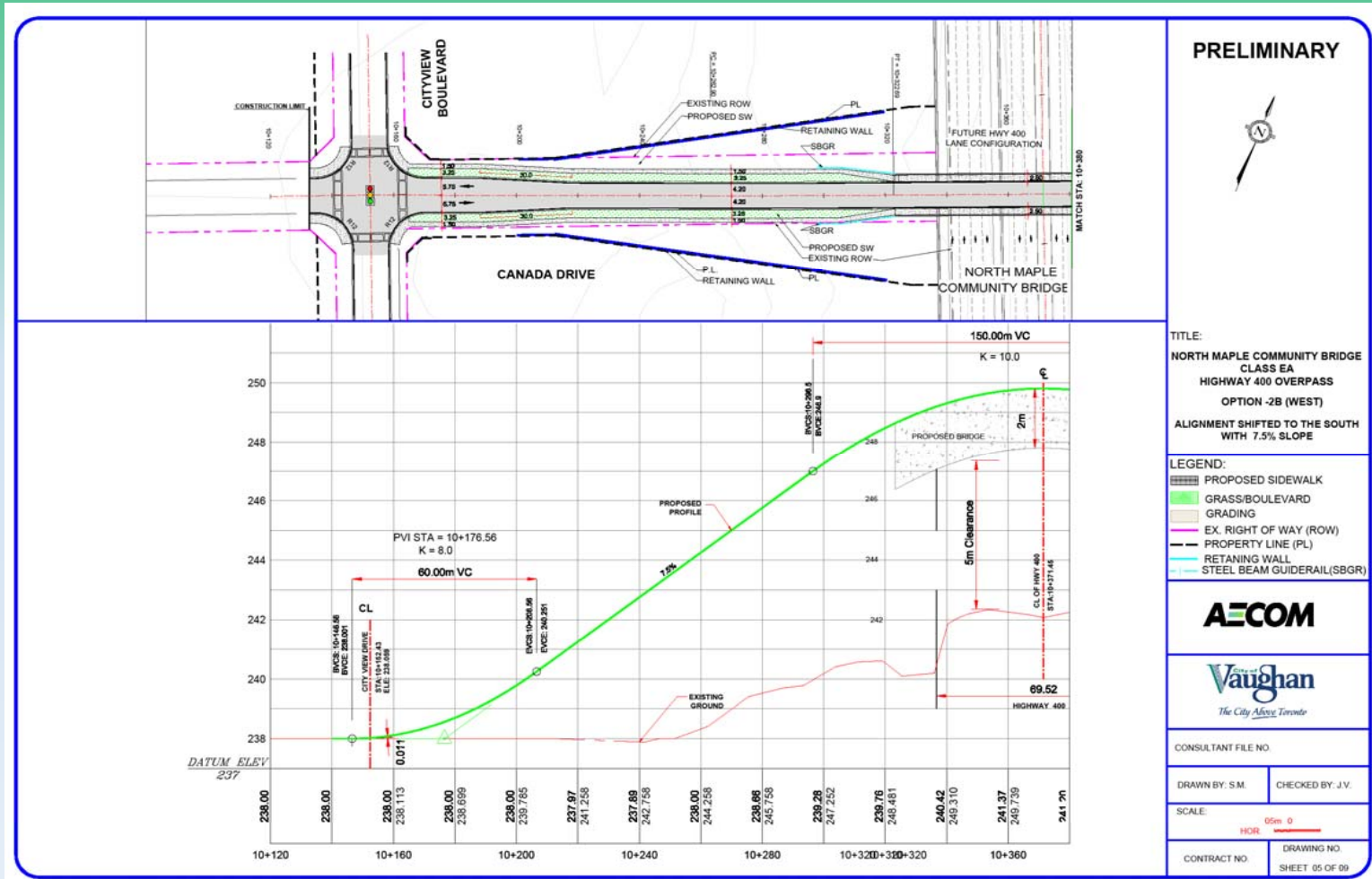
Typical Section 7.5% approach slopes to the Bridge with alignment centered in the existing Right of Way (ROW)



Alternative Design Concepts - Option 2B- West side

27

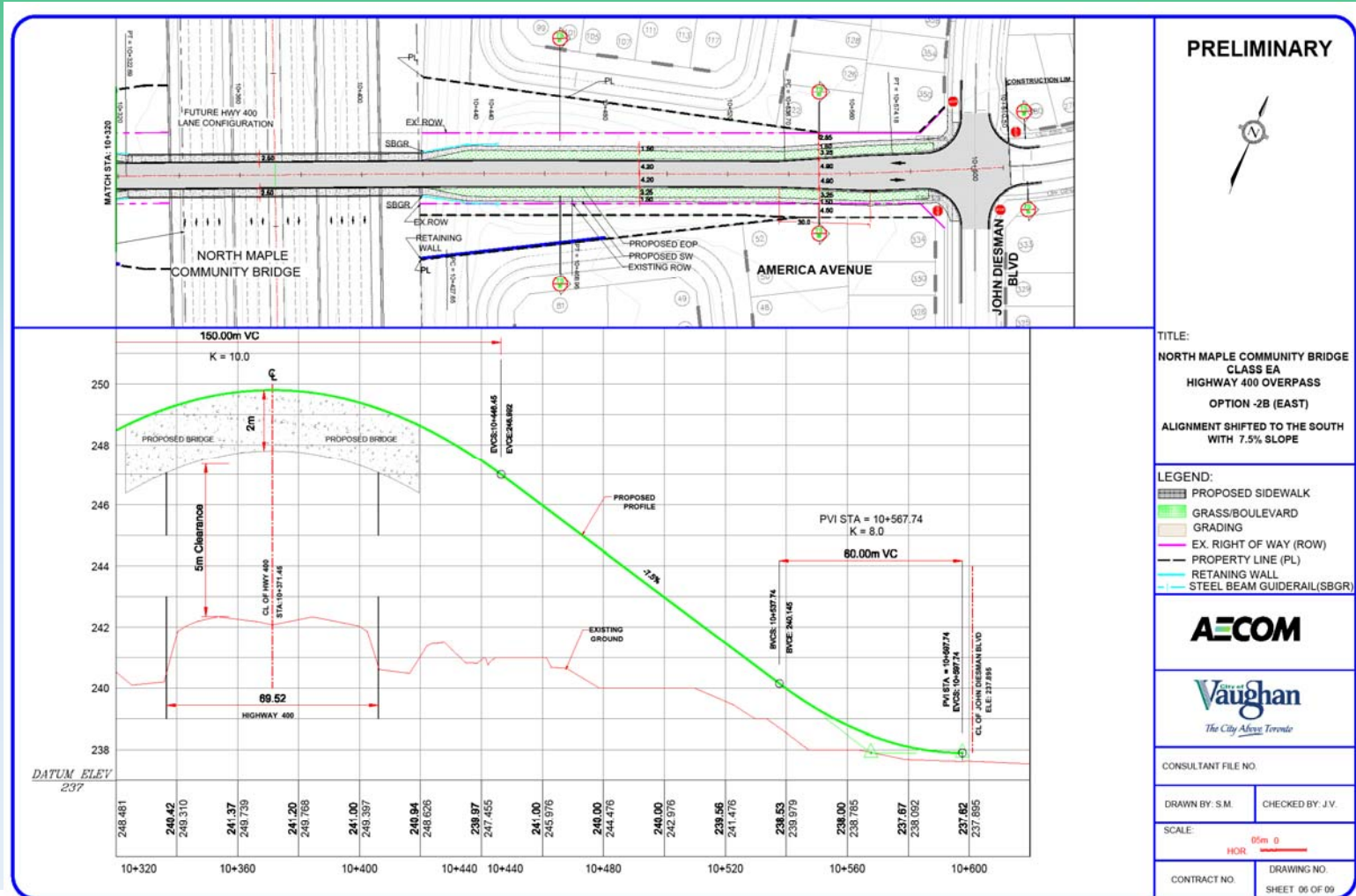
7.5% approach slopes to the Bridge with alignment shifted to the South



Alternative Design Concepts - Option 2B- East side

28

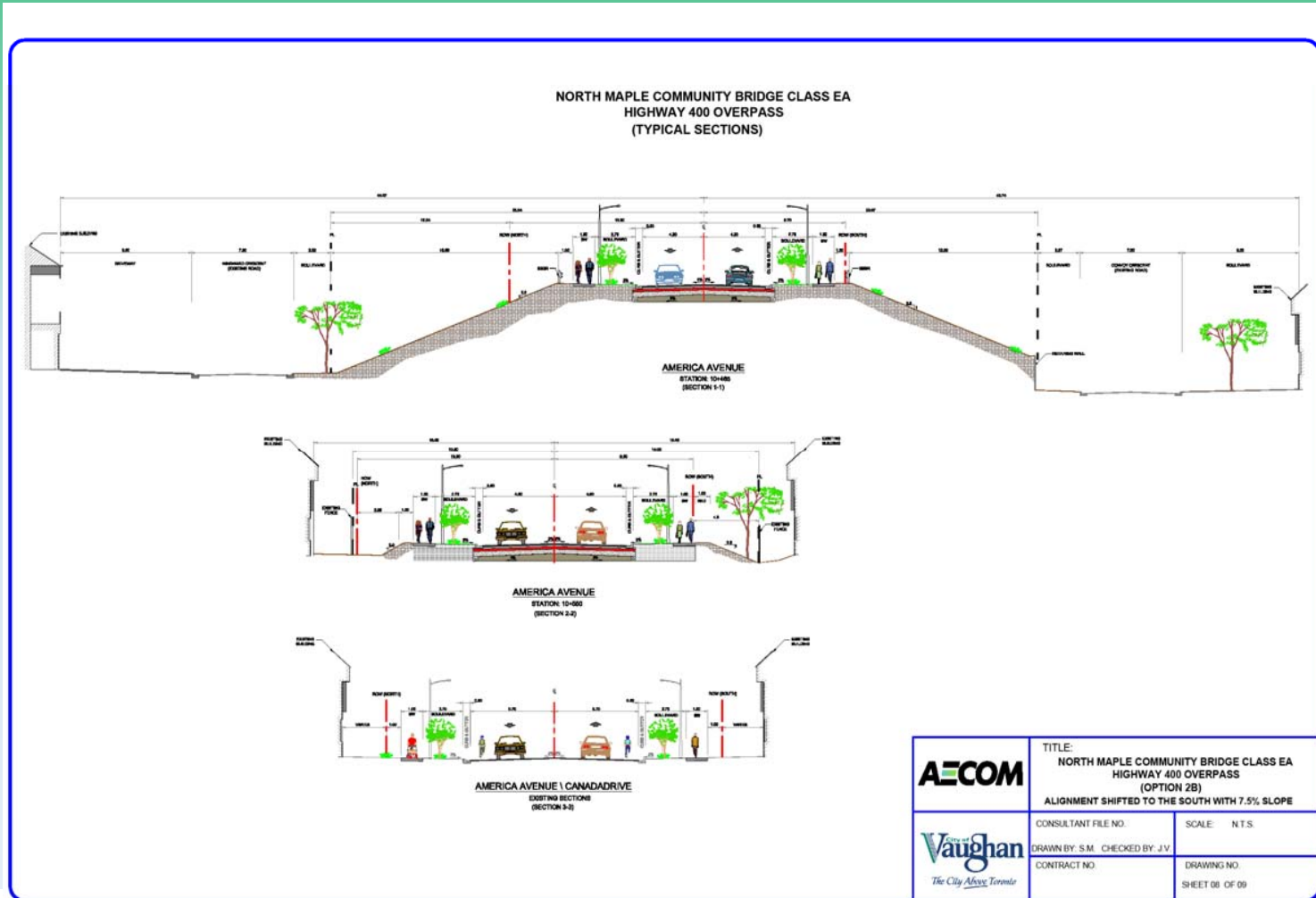
7.5% approach slopes to the Bridge with alignment shifted to the South



Alternative Design Concepts - Option 2B

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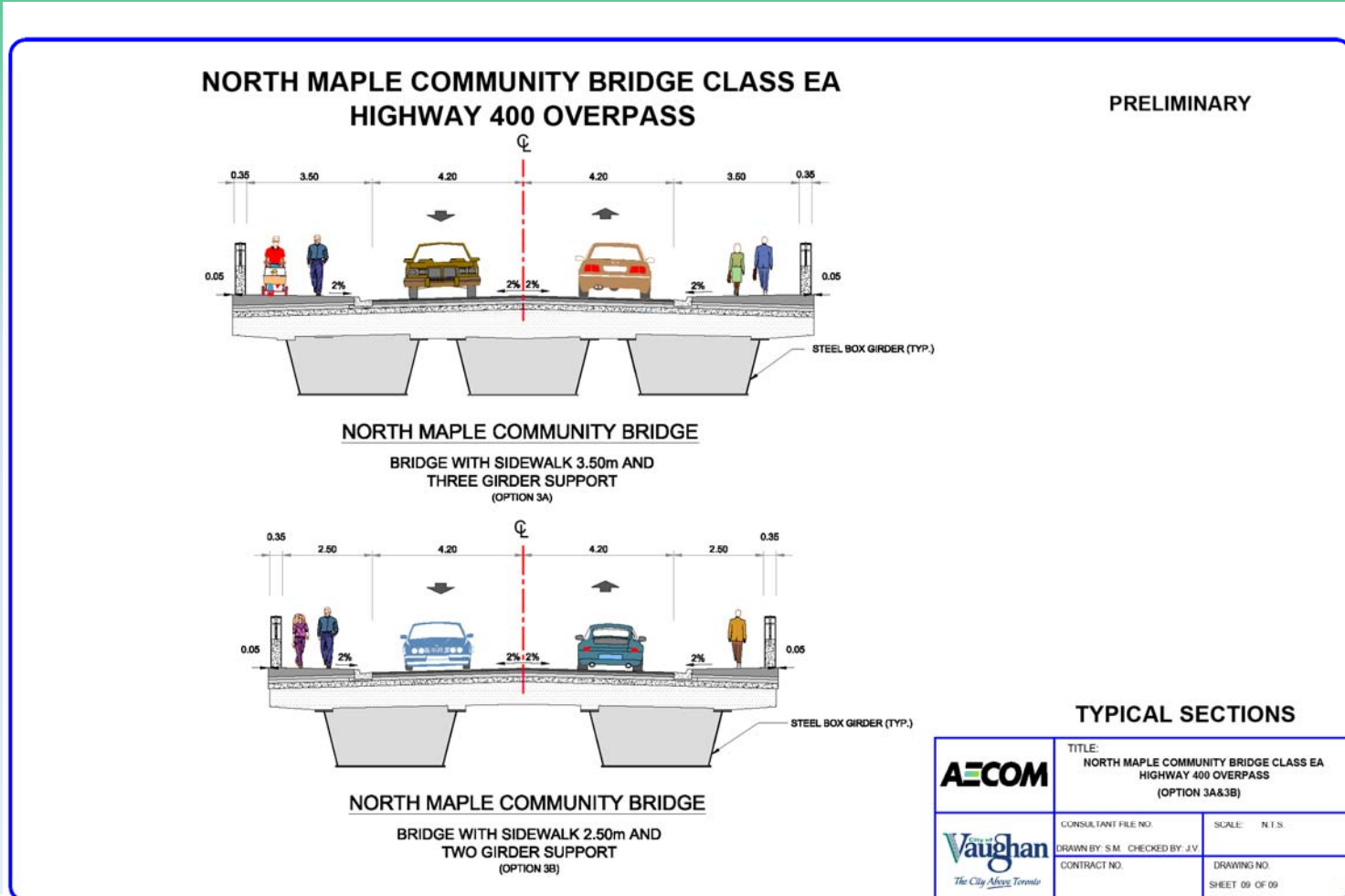
Typical Section 7.5% approach slopes to the Bridge with alignment shifted to the south



Alternative Design Concepts - Option 3A & 3B

30

Typical Section Bridge with 2.5m and 3.5m Sidewalk



Evaluation of Alternative Design Concepts - Option 1

31

6% approach slopes to the Bridge with alignment centered in the existing Right of Way (ROW)

Pros	Cons
<ul style="list-style-type: none">• Less maintenance requirements	<ul style="list-style-type: none">• Re-grading of John Diesman Blvd. and Canada Dr. intersections
<ul style="list-style-type: none">• Better Vehicle Operations	<ul style="list-style-type: none">• Re-grading of Sidewalks
	<ul style="list-style-type: none">• Impact on the front yards and driveways of the corner properties

Evaluation of Alternative Design Concepts - Option 2A

32

7.5% approach slopes to the Bridge with alignment centered in the existing Right of Way (ROW)

Pros	Cons
<ul style="list-style-type: none">• No impact at the intersections	<ul style="list-style-type: none">• More maintenance requirements
	<ul style="list-style-type: none">• Vehicle Operations more difficult on winter
	<ul style="list-style-type: none">• Extended Retaining Walls

Evaluation of Alternative Design Concepts - Option 2B

33

7.5% approach slopes to the Bridge with alignment shifted to the South

Pros	Cons
<ul style="list-style-type: none">• Balanced impact to the North and South properties	<ul style="list-style-type: none">• Marginal additional grading costs
<ul style="list-style-type: none">• Retaining wall are minimized	
<ul style="list-style-type: none">• Better alignment of the intersection	

Evaluation of Alternative Design Concepts - Option 3A

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Option 3A- Bridge with 3.5m Sidewalk

Pros	Cons
<ul style="list-style-type: none">• More pleasant appearance	<ul style="list-style-type: none">• Significant Additional Bridge Costs
<ul style="list-style-type: none">• More space for pedestrians	<ul style="list-style-type: none">• May encourage the cyclers to use the sidewalks

Evaluation of Alternative Design Concepts - Option 3B

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Option 3B- Bridge with 2.5m Sidewalk

Pros	Cons
<ul style="list-style-type: none">• Significant Reduction on Bridge Costs	<ul style="list-style-type: none">• Less pleasant appearance
<ul style="list-style-type: none">• Less possibility that cyclers use the sidewalks	<ul style="list-style-type: none">• Less space for pedestrians



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

Alternative Design Concepts – Landscaping Concept

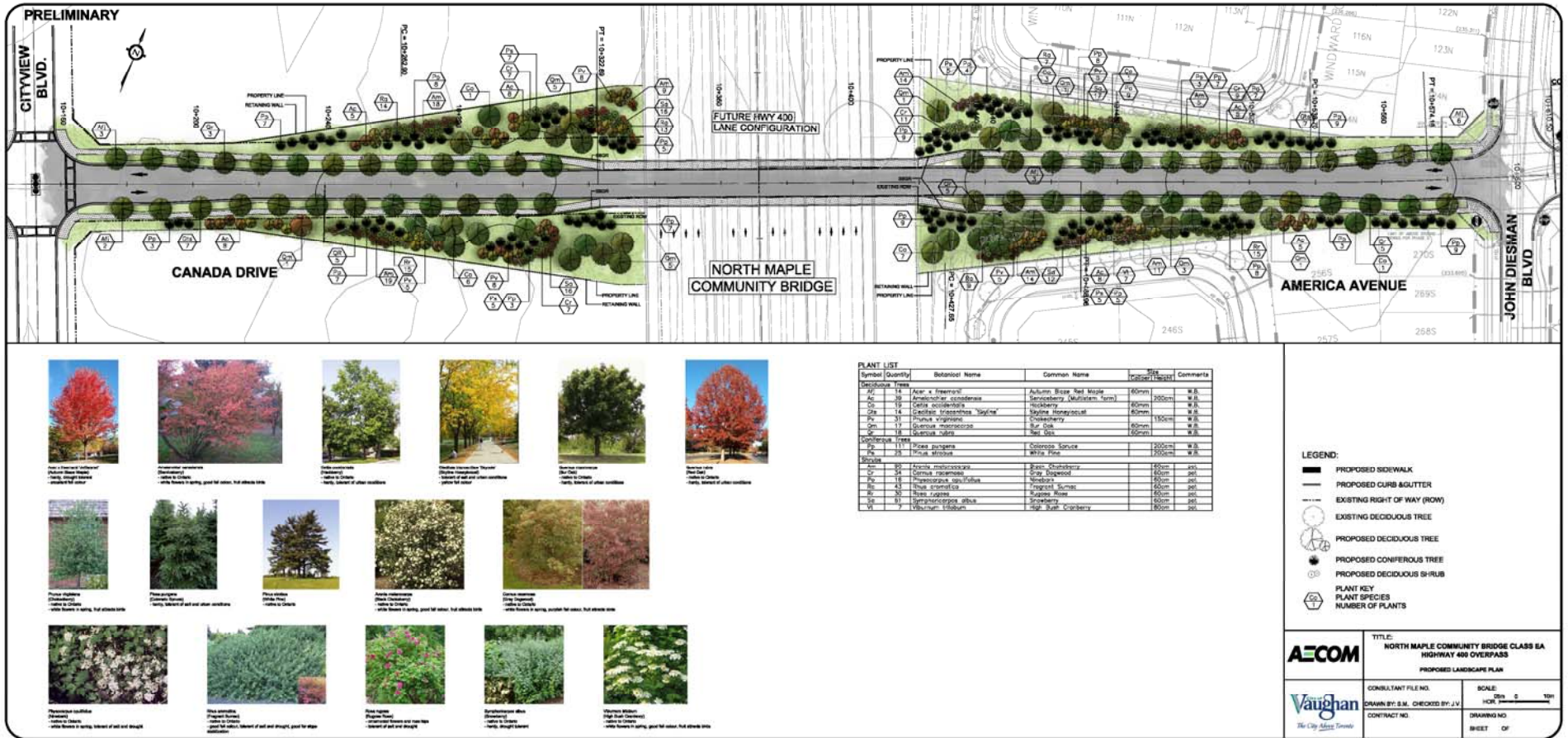
Alternative Design Concepts - Landscaping Concept

37

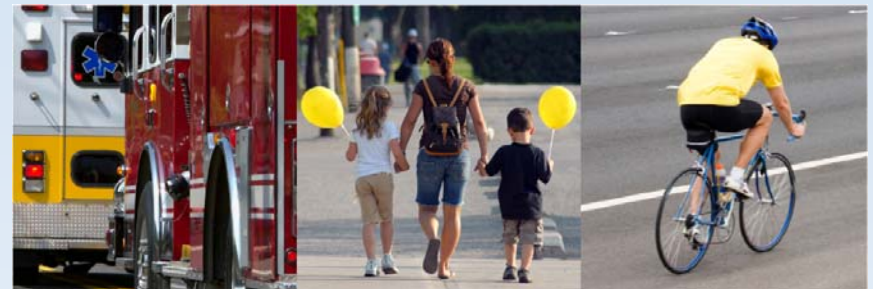


Alternative Design Concepts - Landscaping Base

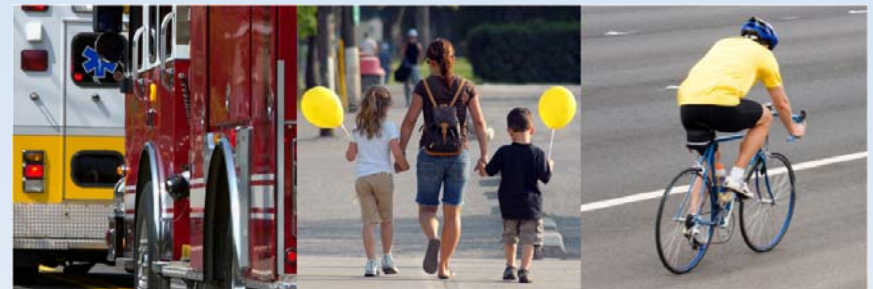
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Q & A and Discussion



Next Steps



Next Steps

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- ❑ Public Information Forum #2 – March 23, 2010
 - Recap Phases 1 and 2 of the Class EA process
 - Present a Recommended Alternative Design Concept
- ❑ CLC Meeting #3 – Late Spring 2010
 - Present the findings to be included in the Environmental Study Report (ESR)
- ❑ Undertake Phase 4 – Summarize the planning and decision-making processes undertaken through Phases 1-3 and document in the ESR
- ❑ Post ESR on Public Record for 30 Calendar Day Review – Late Spring 2010

Project Contacts

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