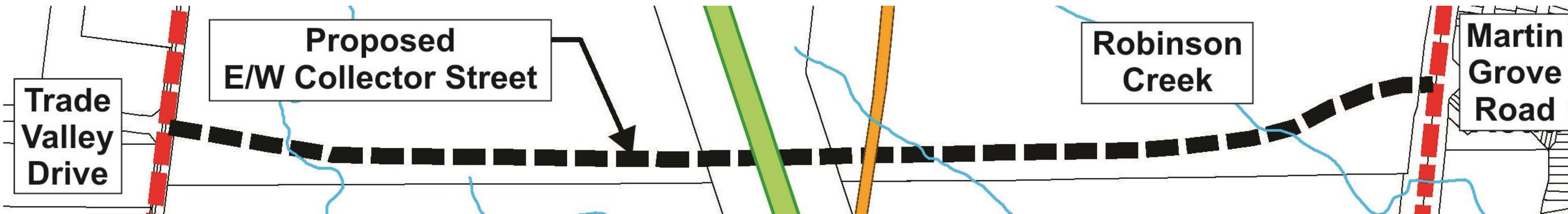


Municipal Class Environmental Assessment Study
Proposed Collector Street between Huntington Road and Regional Road 27
West Vaughan Employment Area – Block 59



PUBLIC INFORMATION CENTRE #2

Tuesday, December 2, 2014

5:30 PM to 9:00 PM

Vaughan City Hall, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
Committee Room 249

Please sign in

Purpose of PIC #2

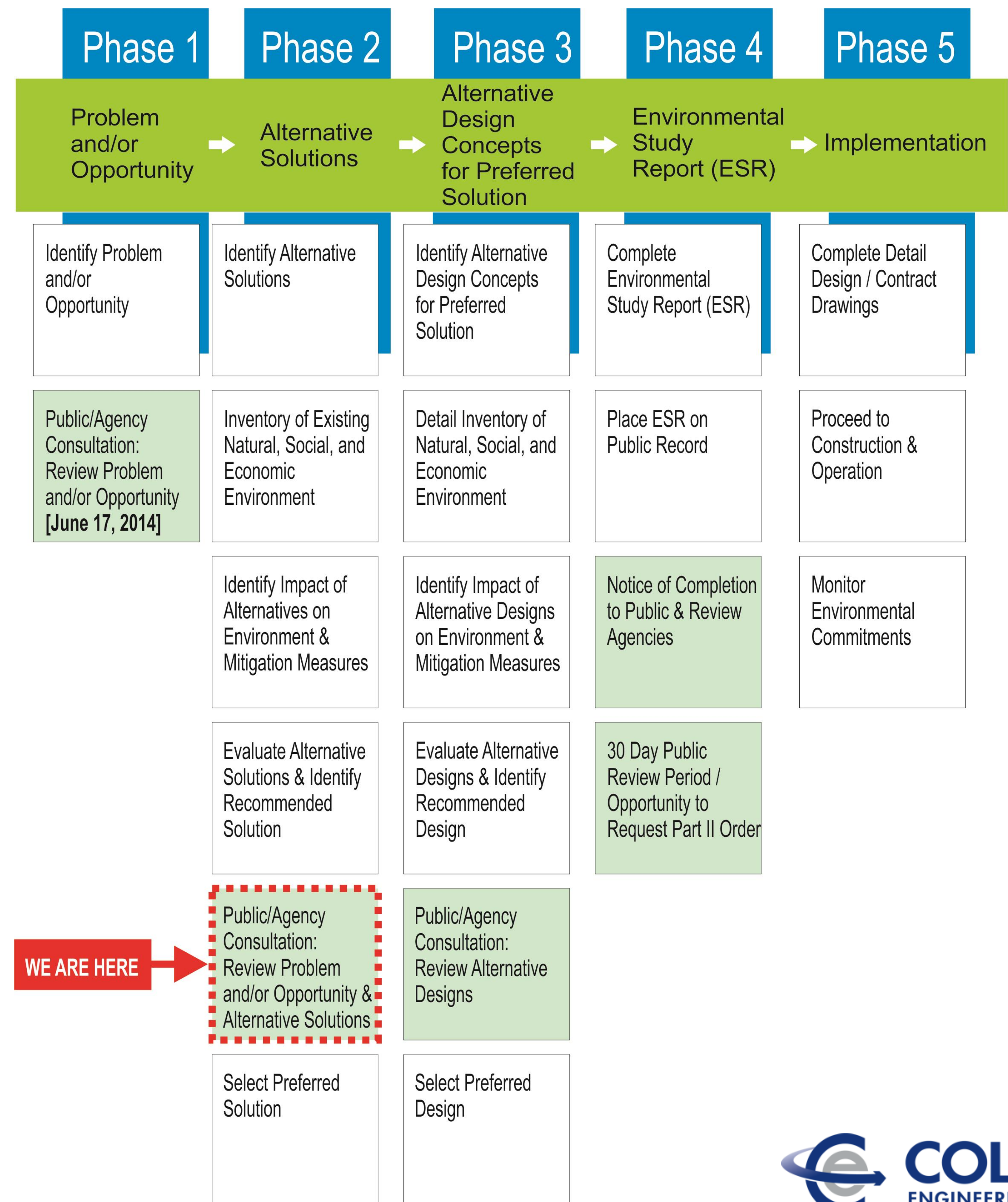
The City of Vaughan and its co-proponents, the Block 59 Landowners Group, are undertaking a Schedule “C” Municipal Class Environmental Assessment (Class EA) Study to identify a preferred solution and design for the proposed east-west collector street mid-block through Planning Block 59 (Block 59). This project is being undertaken in conjunction with the planning process for Block 59 and integrated where applicable.

This is the second of three Public Information Centres (PICs) to be held for this study. The purpose of this PIC is to present information related to the project including:

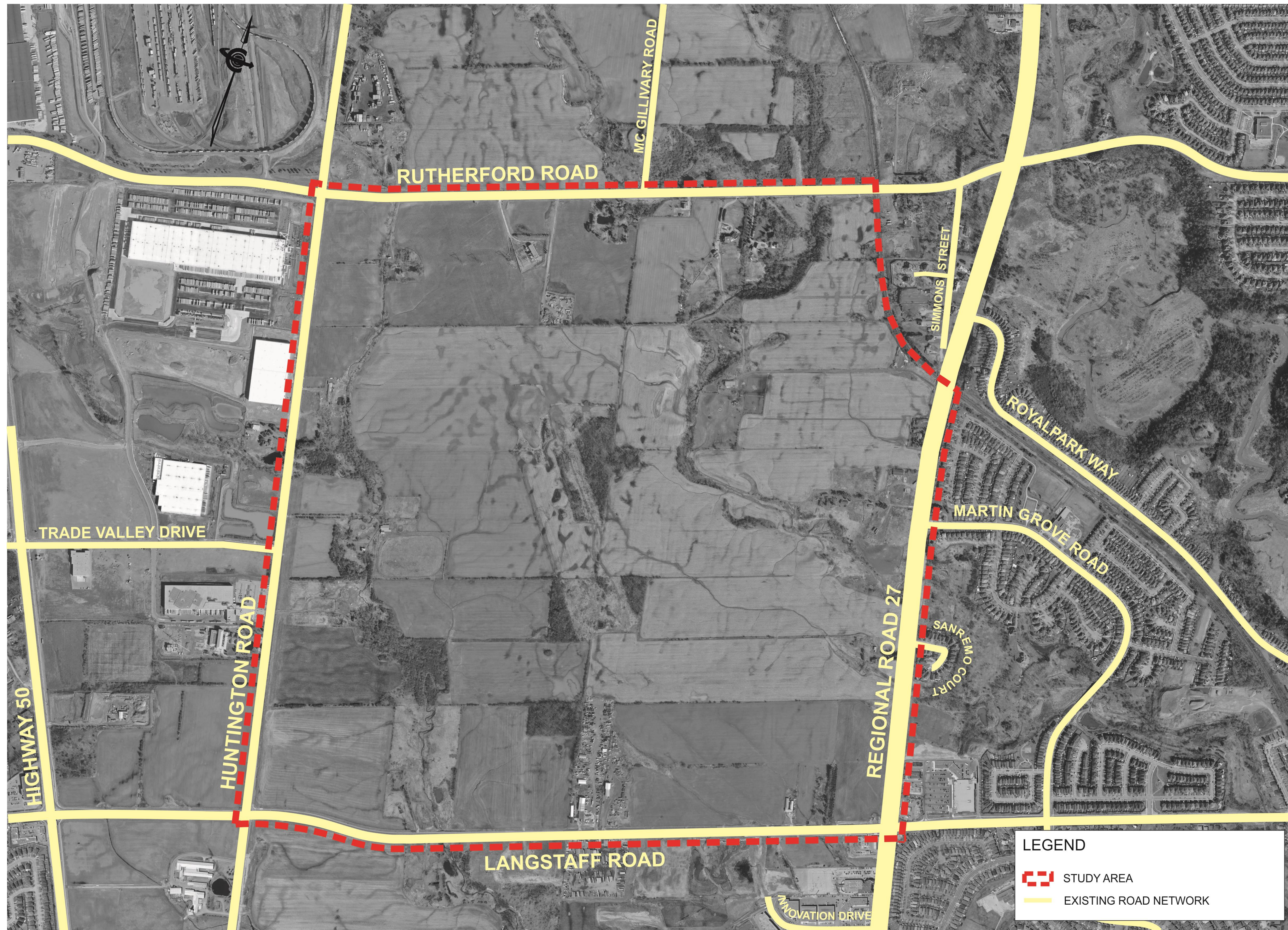
- Background
- Existing and future conditions
- Revised problem statement
- Planning alternatives
- Preliminary screening criteria
- High-level screening of the planning alternatives
- Preliminary preferred planning alternative
- Next Steps

Municipal Class EA Process

This study is following the Municipal Class EA Process for a Schedule 'C' project, which generally includes the construction of new facilities and major expansions to existing facilities. Schedule 'C' projects require the completion of Phases 1 through 4 of the Municipal Class EA process. Consultation also plays an integral role throughout the study.



Study Area



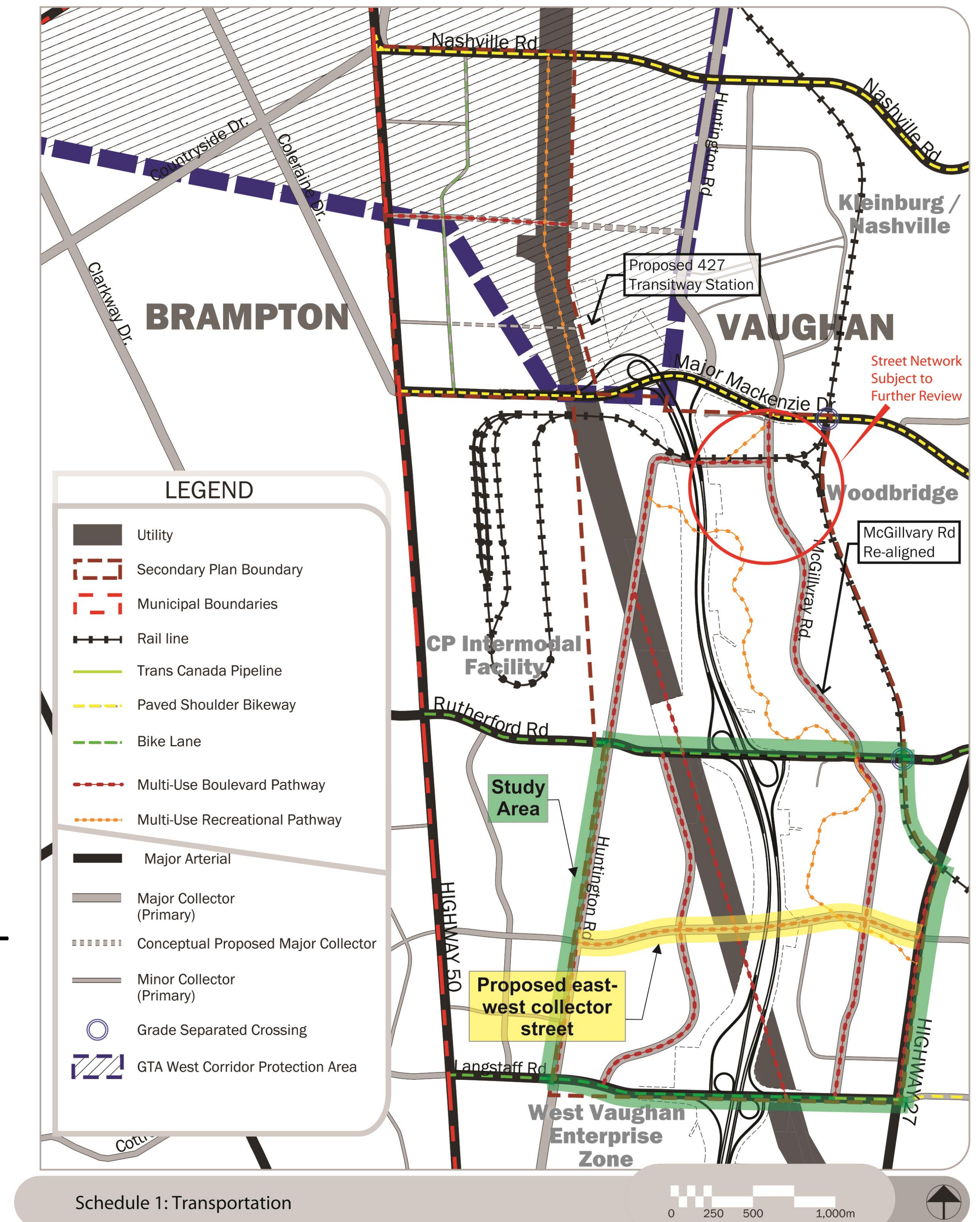
Note:
The City of Vaughan is currently undertaking the Huntington Road EA.

Background: WVEA SP

In June 2014, the West Vaughan Employment Area Secondary Plan (WVEA SP), prepared by the City of Vaughan to provide direction regarding land use, built form, urban design, and other planning considerations, was approved by the Ontario Municipal Board.

The WVEA SP identified a network of collector streets, which is supported by the City's Transportation Master Plan (TMP), to carry traffic associated with planned employment development. The intent of the new local street network would be to connect the arterial roads and to provide efficient access to the highway network.

This planned transportation network included a proposed east-west collector street (highlighted in yellow) that extends from the existing intersection of Trade Valley Drive and Huntington Road through Block 59 to the intersection of Martin Grove Road and Regional Road 27.



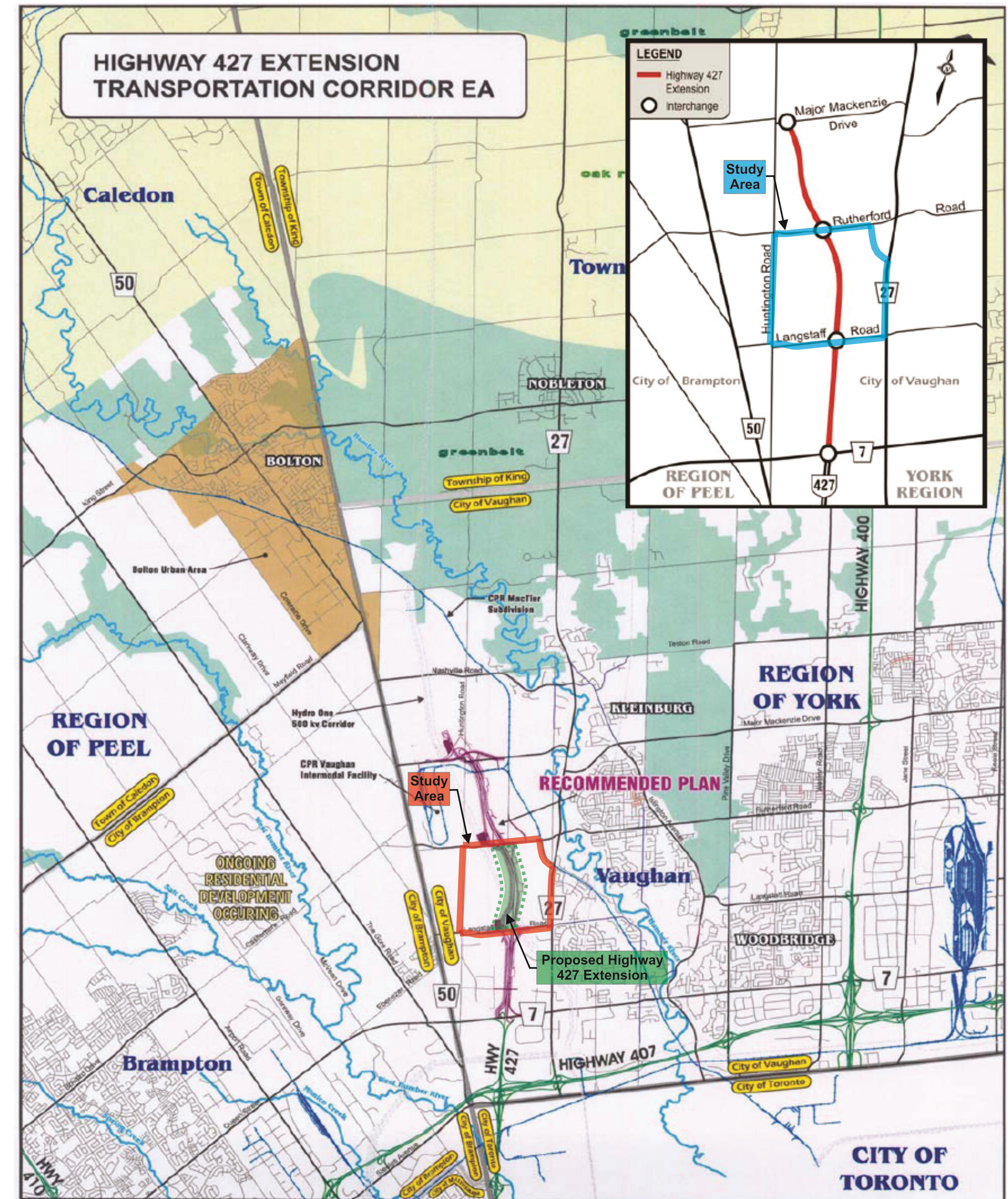
Source: The WVEA Plan – Secondary Plan for the West Vaughan Employment Area (as approved by the Ontario Municipal Board on June 4, 2014)

Background: Highway 427 Extension

In 2010, the Ministry of Transportation Ontario (MTO) completed the Highway 427 Extension Transportation Corridor Environmental Assessment. The EA identified that Highway 427 would be extended 6.6 km from its existing terminus at Highway 7 northerly to Major Mackenzie Drive. The EA study also identified a protected transitway along the west side of the extension. Construction is proposed to begin in 2016 with an expected completion by 2021.

In the WVEA SP, the planned transportation network through Block 59 assumed this extension of Highway 427, approximately mid-block between Huntington Road and Regional Road 27. The alignment of Highway 427 through Block 59 and the interchanges at Langstaff Road and Rutherford Road were included in the proposed transportation network within Block 59.

As part of their mandate, MTO requires that any structure crossing the Highway 427 extension must be maintained for a life cycle period of 75 years.



Source: http://www.downloads.ene.gov.on.ca/files/eaab/hwy427_map.pdf

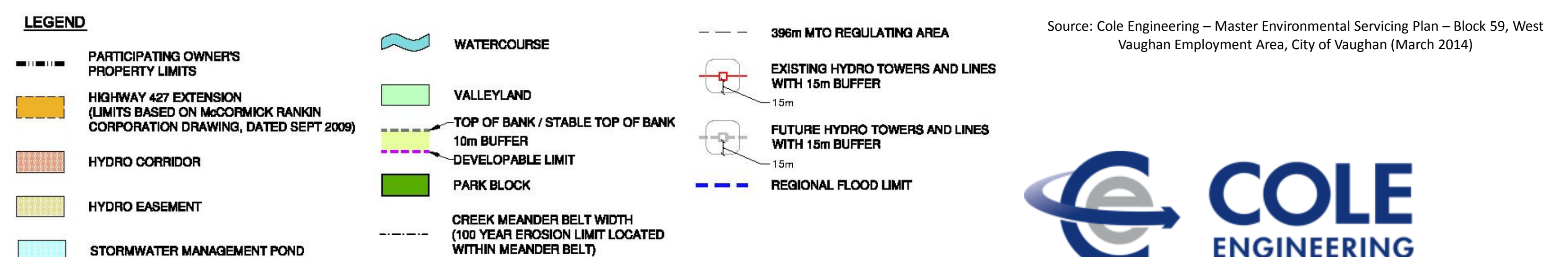
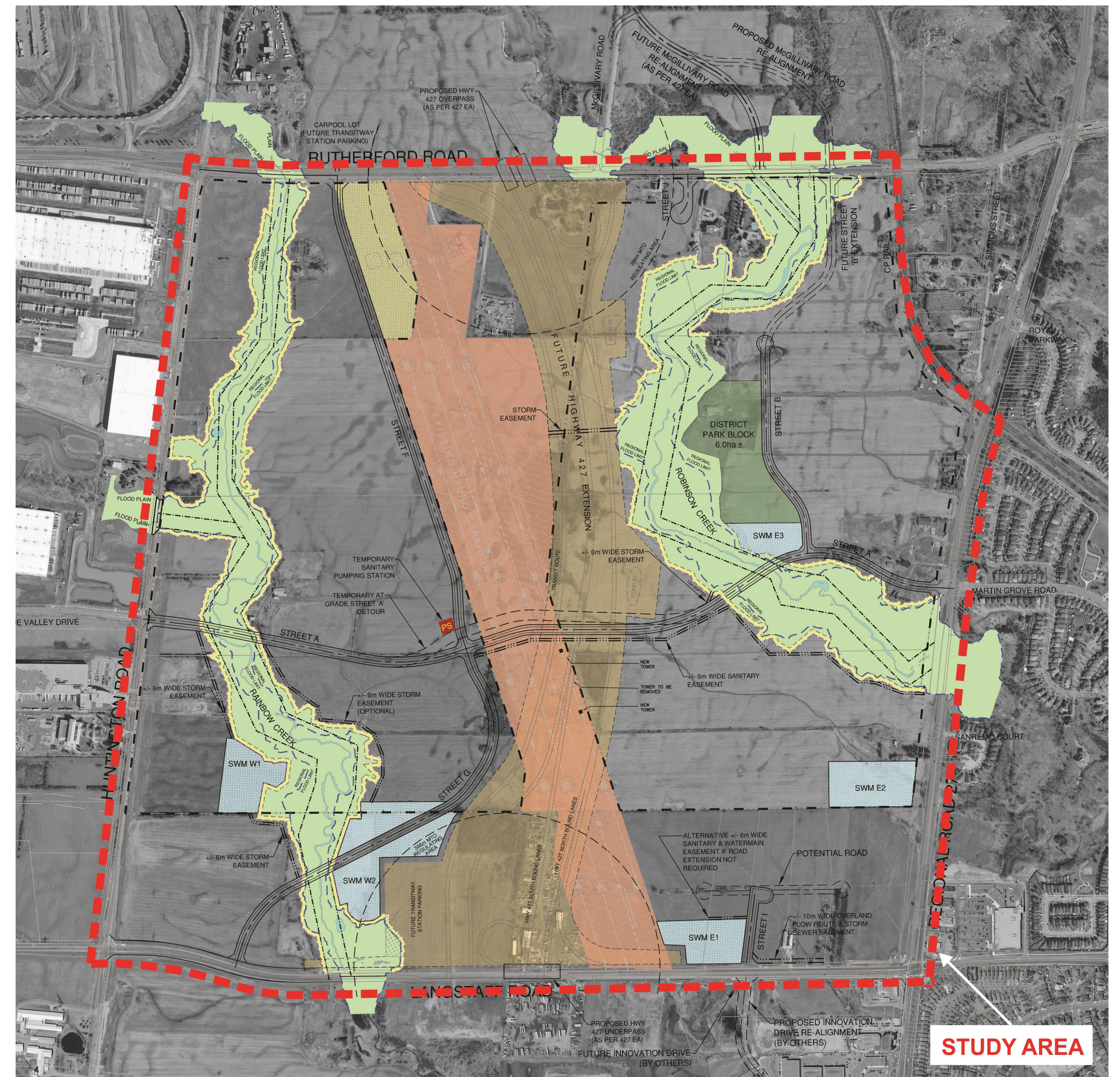
Background: Block 59 MESP

A Master Environmental Servicing Plan (MESP) was prepared in April 2014 by the Block 59 Landowners Group in accordance with policies of the City of Vaughan's Official Plan and the WVEA SP. The MESP addresses how municipal servicing aspects of the development of the subject lands will be addressed and integrated, including transportation. The MESP is currently being reviewed by the City and review agencies.

The main access points to Block 59 are from the following existing arterial roads:

- Rutherford Road
- Regional Road 27
- Langstaff Road
- Huntington Road

The MESP presented a preliminary horizontal alignment and vertical profile for a continuous east-west mid-block collector street, identified as 'Street A'.



Preamble to Problem and Opportunity

The WVEA Plan (Secondary Plan for the West Vaughan Employment Area) as approved by the Ontario Municipal Board on June 4, 2014, has mandated the provision of an east-west major collector (primary) road north of Langstaff Road connecting Huntington Road and Regional Road 27 through Block 59. This collector road would intersect the existing natural heritage network (tributaries of the Humber River, namely Rainbow Creek and Robinson Creek), the hydro corridor and the Highway 427 extension.

From a transportation perspective, the collector road should:*

- *Serve transportation needs of users*
- *Maximize connectivity*
- *Efficiently distribute traffic to and from external arterial system*
- *Accommodate local car and truck traffic*
- *Support an enhanced active transportation network*

* Source: The WVEA Plan – Secondary Plan for the West Vaughan Employment Area (as approved by the Ontario Municipal Board on June 4, 2014)

Problem and Opportunity

An opportunity exists to improve the transportation network within Planning Block 59 in the West Vaughan Employment Area (WVEA) to provide better connectivity to support planned development and to address broader transportation network requirements, while ensuring that natural, social and economic impacts are minimized. This could include a mid-block east-west connection as presented in the West Vaughan Employment Area (WVEA) Secondary Plan.

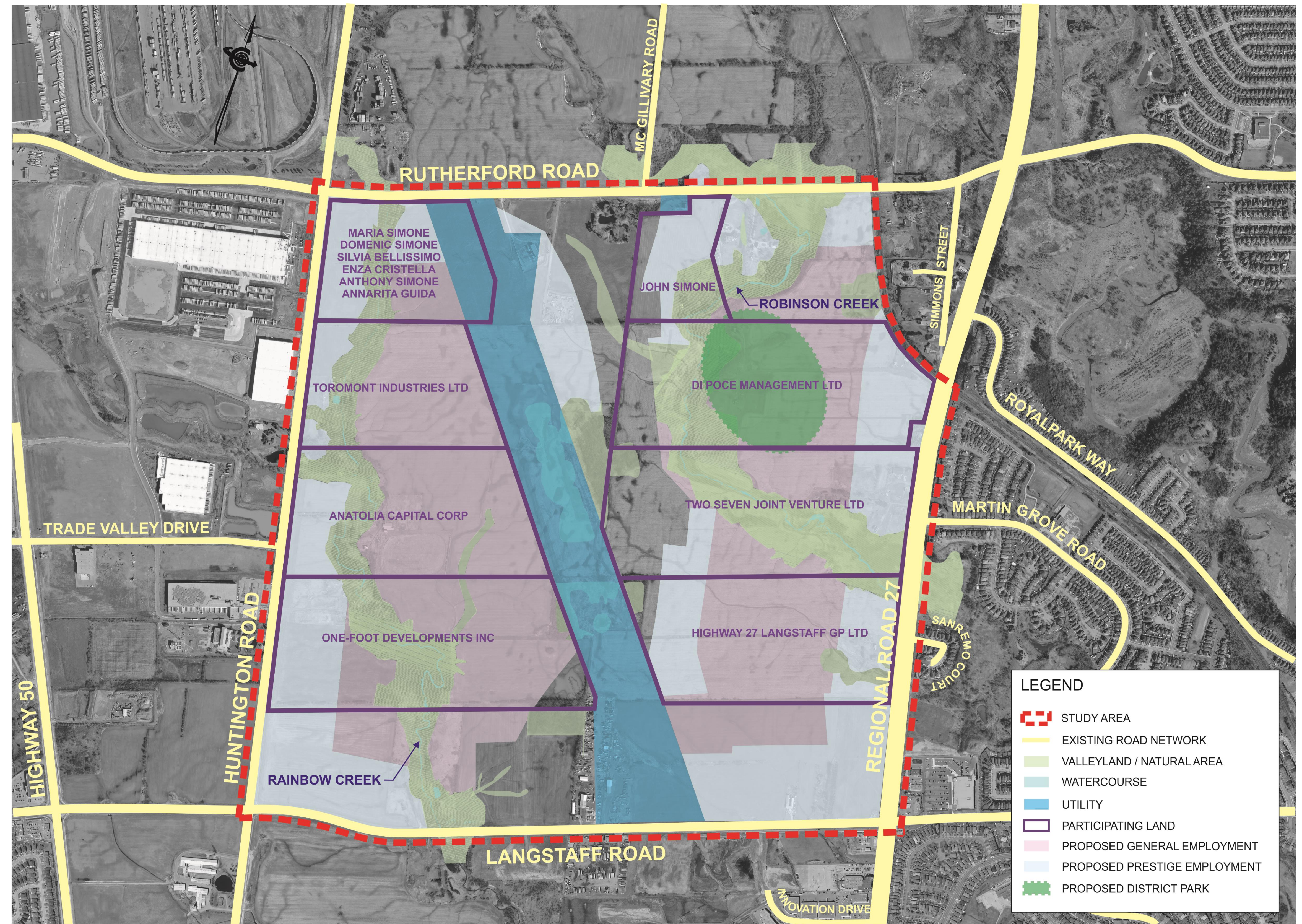
Existing and Future Land Uses

Existing land uses:

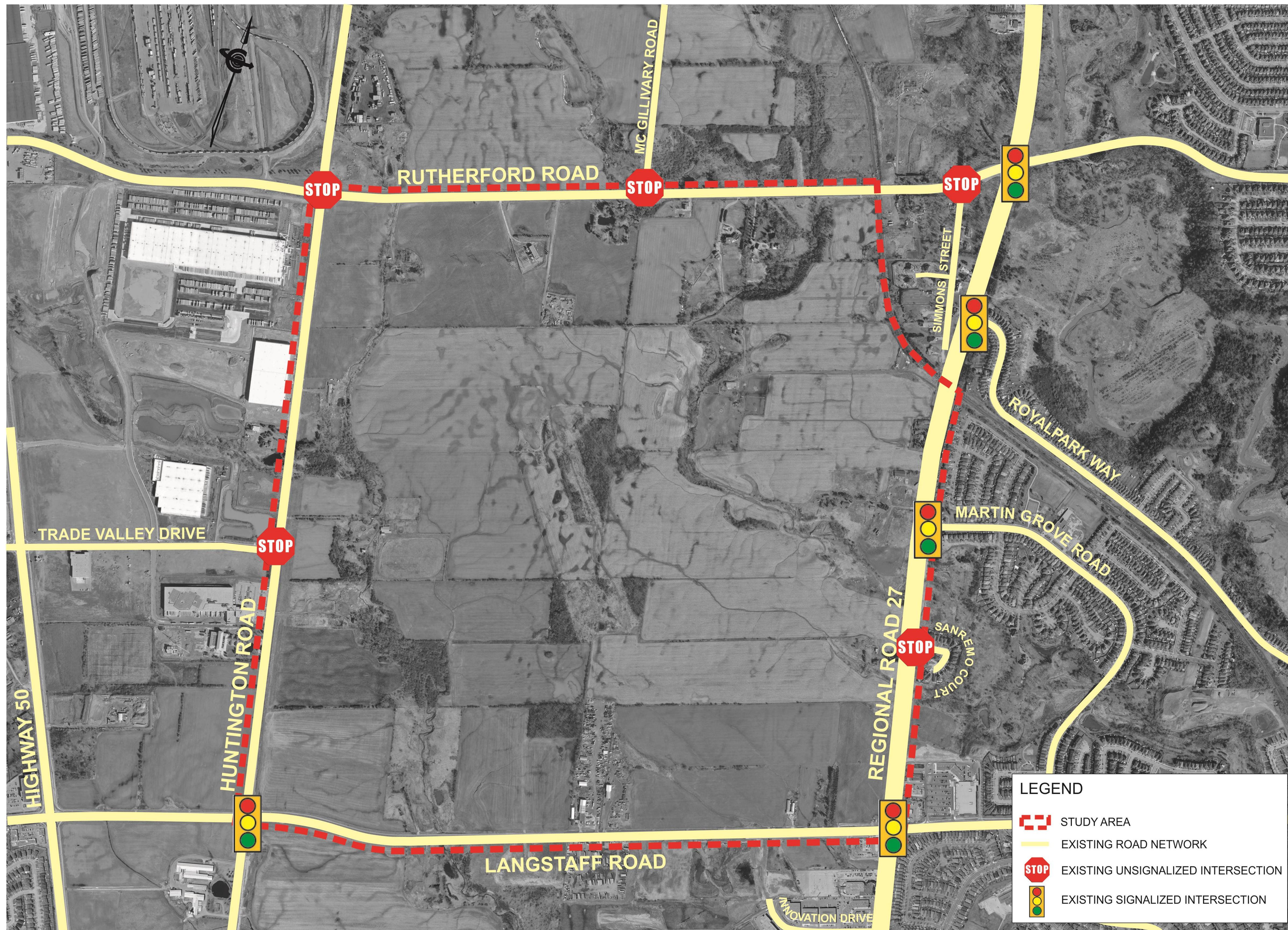
- Mainly rural/agricultural

Future land uses:

- General employment and prestige employment
- It is the intent of the WVEA to establish a minimum target of **40 jobs per hectare** in accordance with the York Region Official Plan.
(Source: WVEA SP Statement 2.1.3)

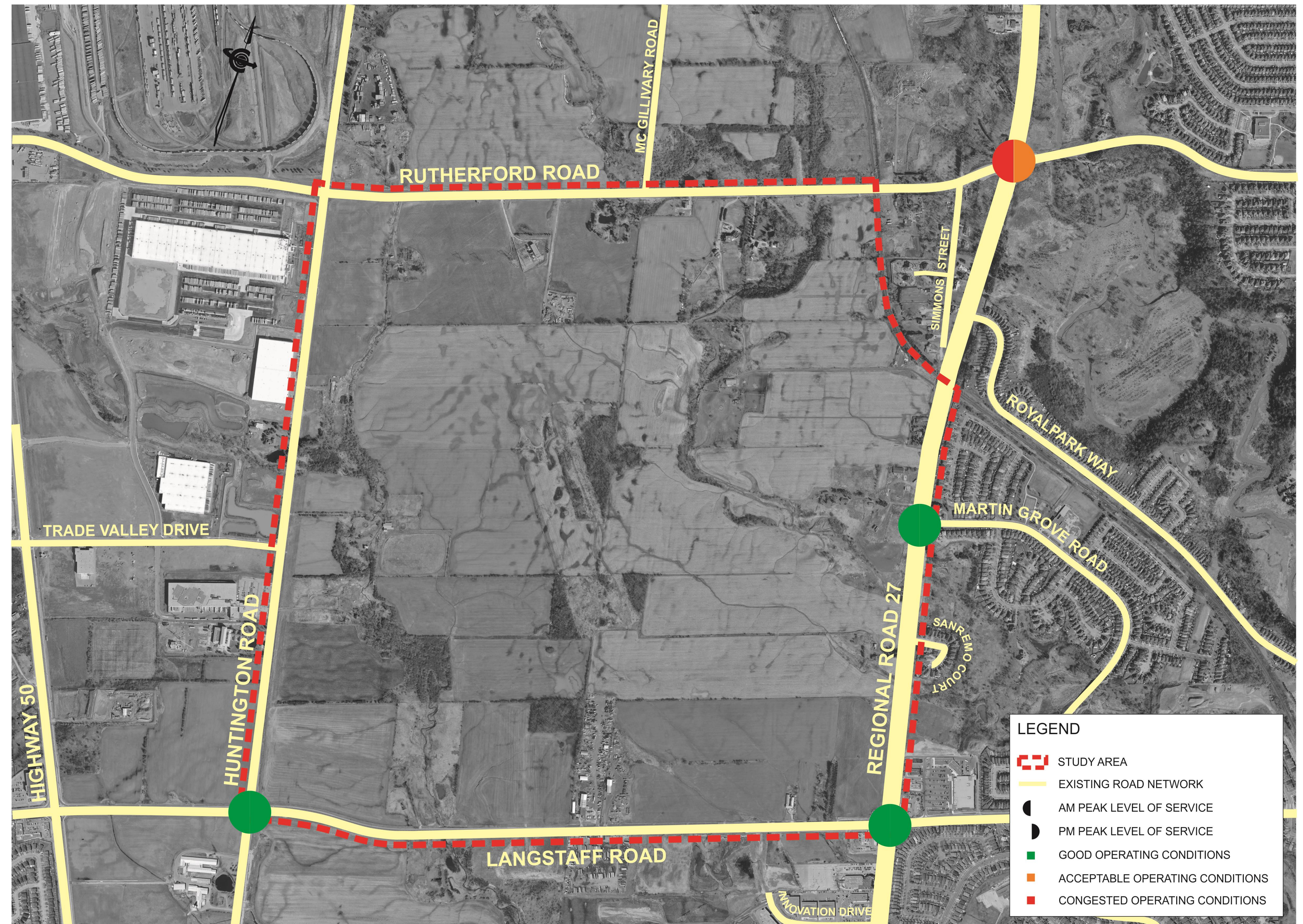


Existing Traffic Control



Existing Traffic Conditions

- Intersections are operating with expected levels of service (LOS)
- Delays are being experienced at some movements
- Rutherford Road / Regional Road 27 intersection is experiencing the most congestion

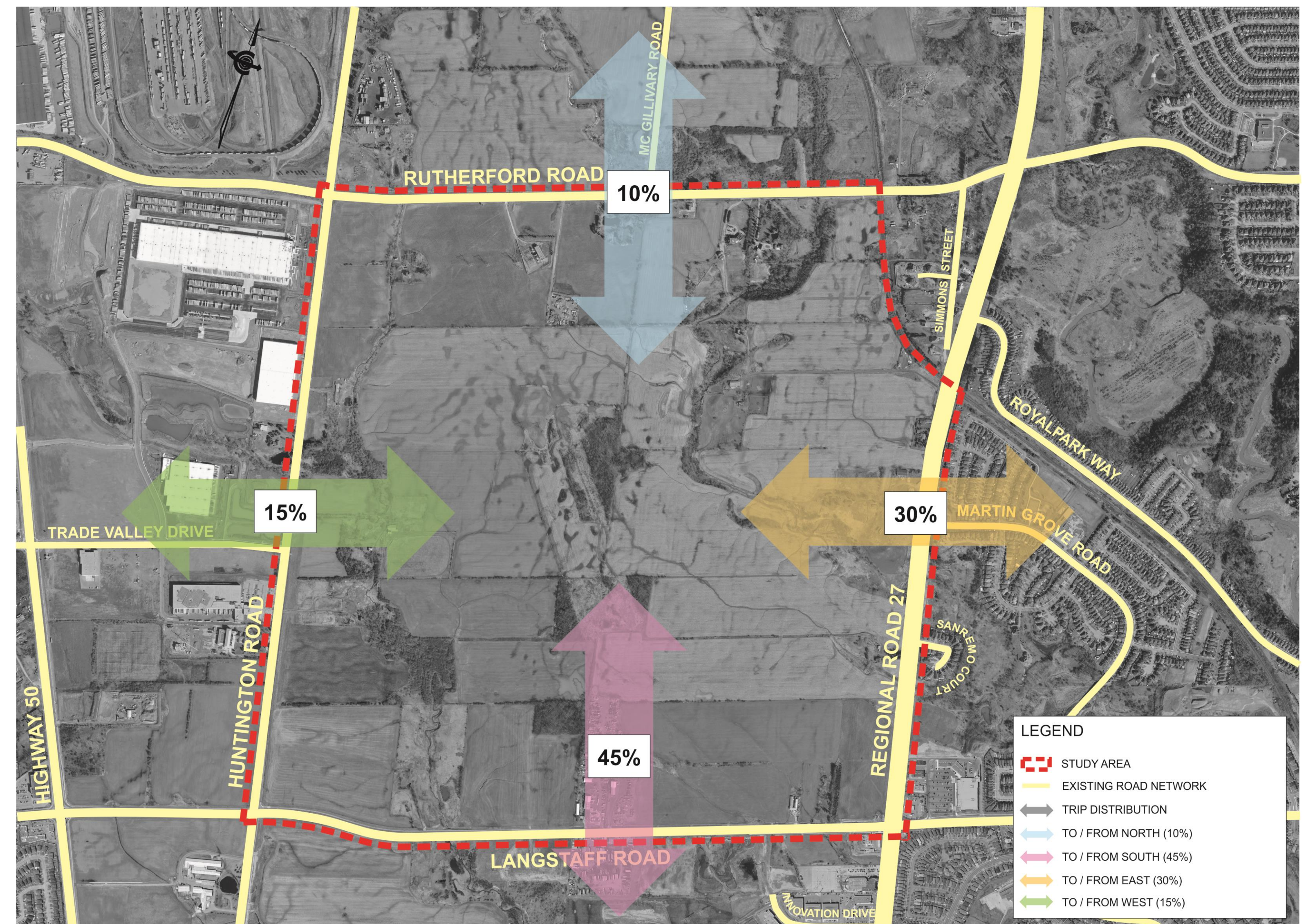


Future Traffic Demand

Future network requirements:

- Regional road improvements (York Region Transportation Master Plan 2031 road and transit recommendations)
 - Road widenings (Huntington Road, Langstaff Road)
 - Transit / High Occupancy Vehicle (HOV) lanes (Rutherford Road)
- Intersection operational improvements
 - Signalized intersections (Huntington Road / Rutherford Road, Regional Road 27 / Sanremo Court)
 - Monitoring of signal timings and road operations
- Collector road network within Block 59
 - North-south connectivity (future studies)
 - East-west connectivity (this EA)

Potential Trip Distribution Patterns



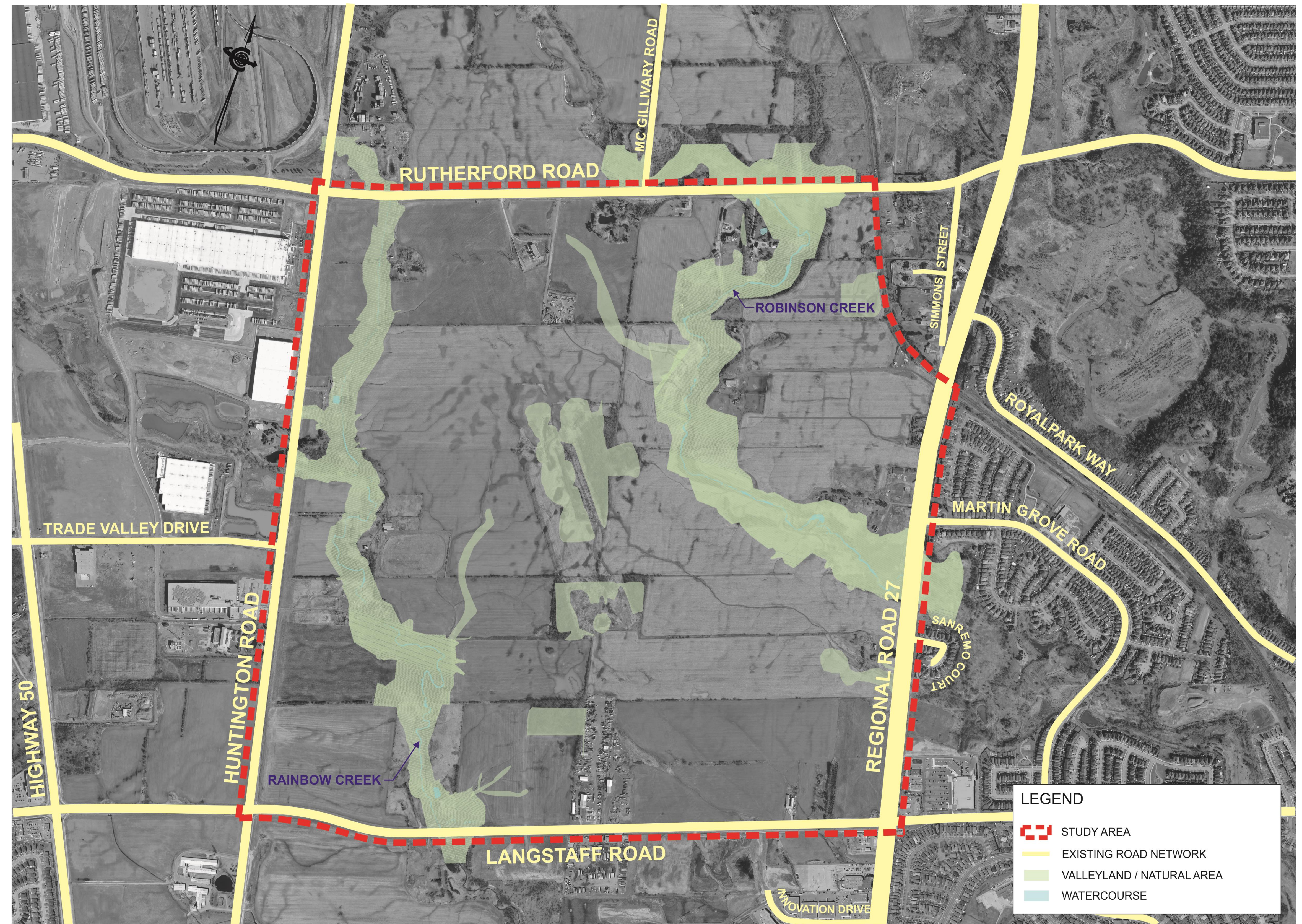
Future traffic volume increases are associated with background growth and Block 59 development (General and Prestige Employment).

Natural Environment

Natural Heritage Features:

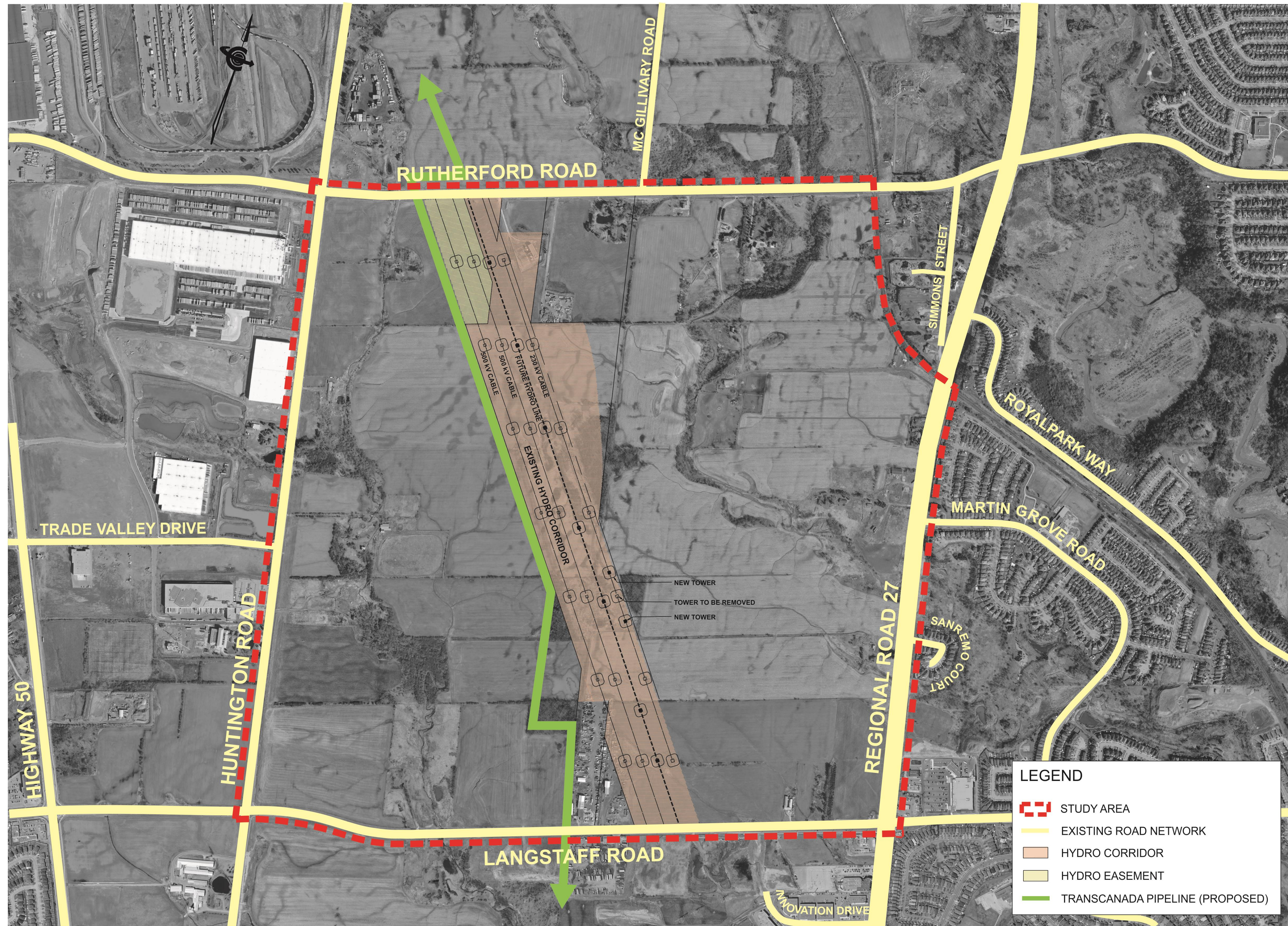
- Rainbow Creek and its associated valleylands and floodplains
- Robinson Creek and its associated valleylands and floodplains

Both watercourses are permanent tributaries that support warm water fish communities. No fish are considered nationally or provincially endangered, threatened or otherwise a “species at risk” within the study area.



The study area contains no Provincially Significant Wetlands (PSWs), Environmentally Significant Areas (ESAs) or Areas of Natural and Scientific Interest (ANSIs).

Existing and Proposed Utilities



Planning Alternatives

Alternative 1

Provide Planned Improvements
(Approved Secondary Plan Road Network without East-West Collector Street)

Alternative 2

Provide Planned Improvements with Transportation Demand Management (TDM)
(Approved Secondary Plan Road Network without East-West Collector Street)

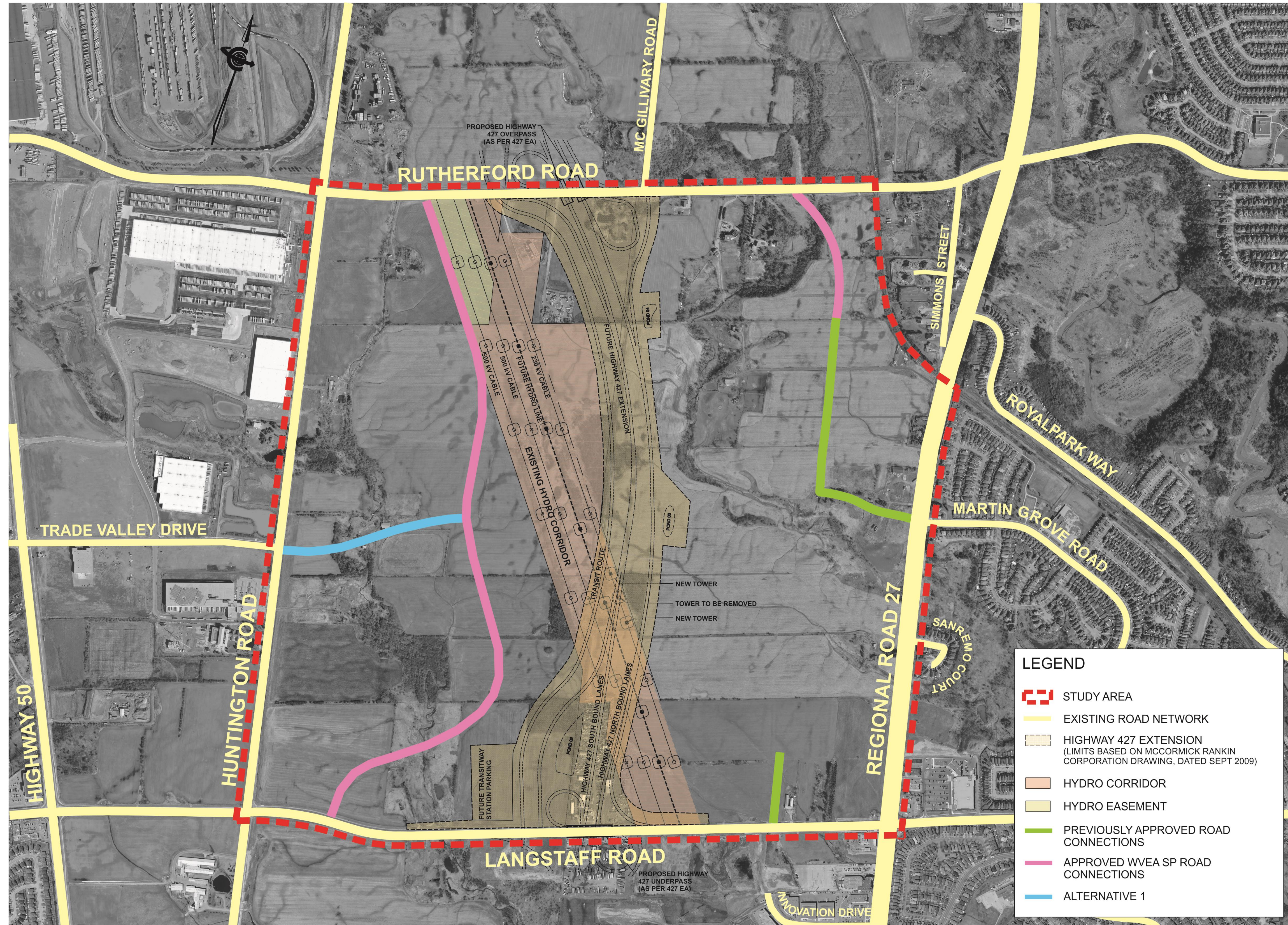
Alternative 3

Provide East-West Collector Street
(Approved Secondary Plan Road Network with East-West Collector Street)

Alternative 4A/B

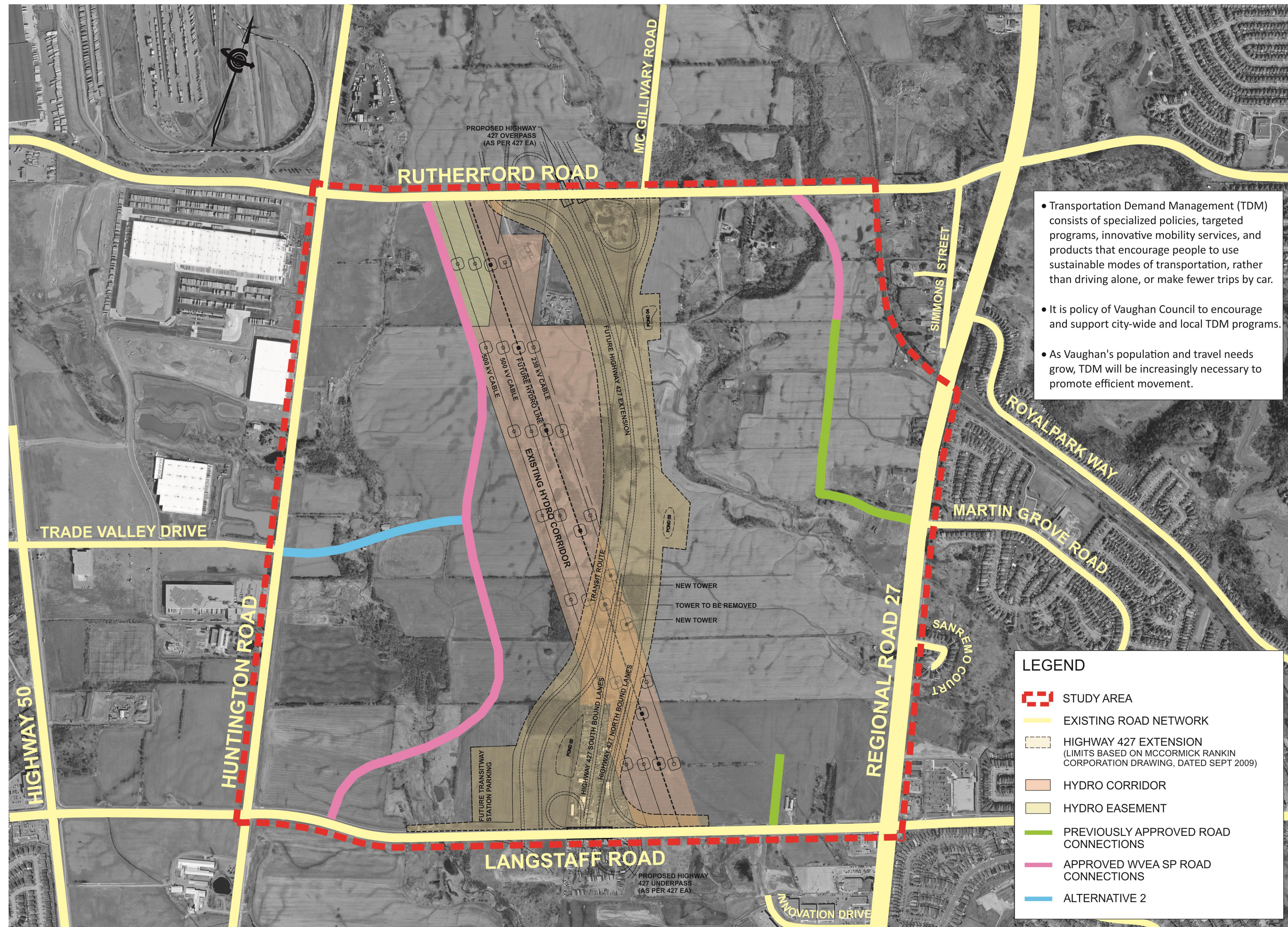
Provide Highway 427 Connection
(Approved Secondary Plan Road Network with Highway 427 on/off ramp alternatives)

Alternative 1: Provide Planned Improvements (Approved Secondary Plan Road Network without East-West Collector Street)

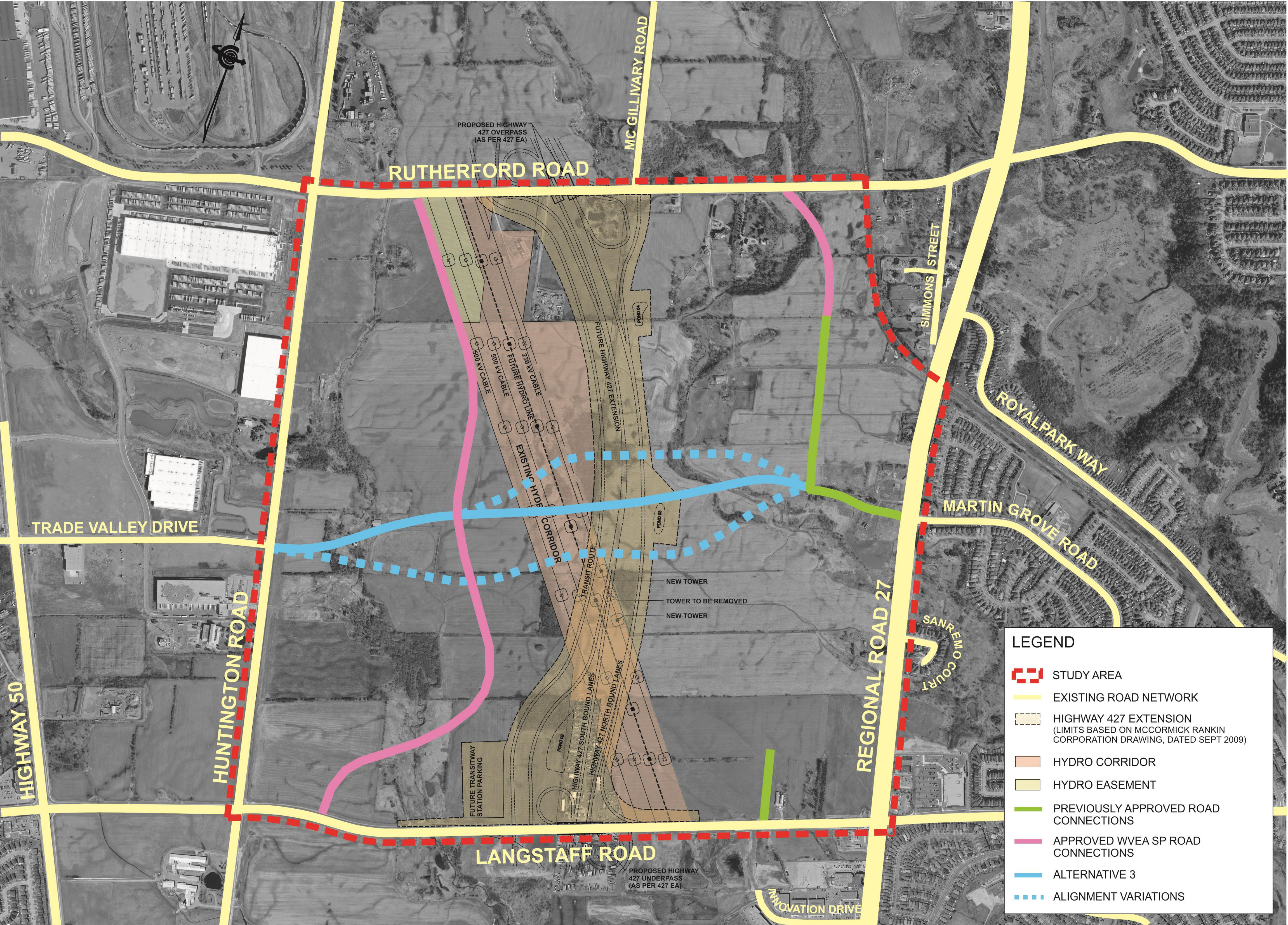


Alternative 2: Provide Planned Improvements with TDM

(Approved Secondary Plan Road Network without East-West Collector Street)

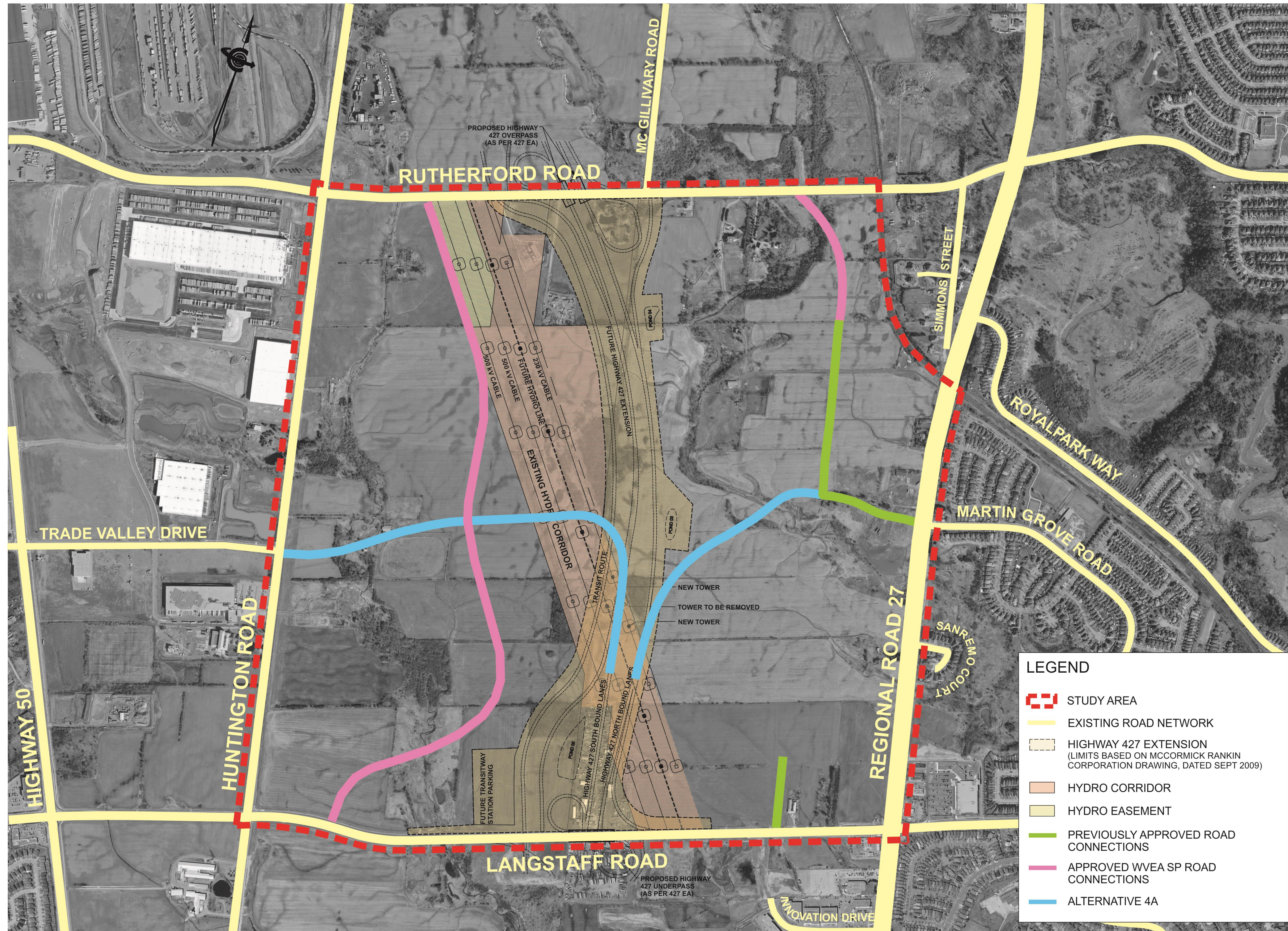


Alternative 3: Provide East-West Collector Street (Approved Secondary Plan Road Network with East-West Collector Street)



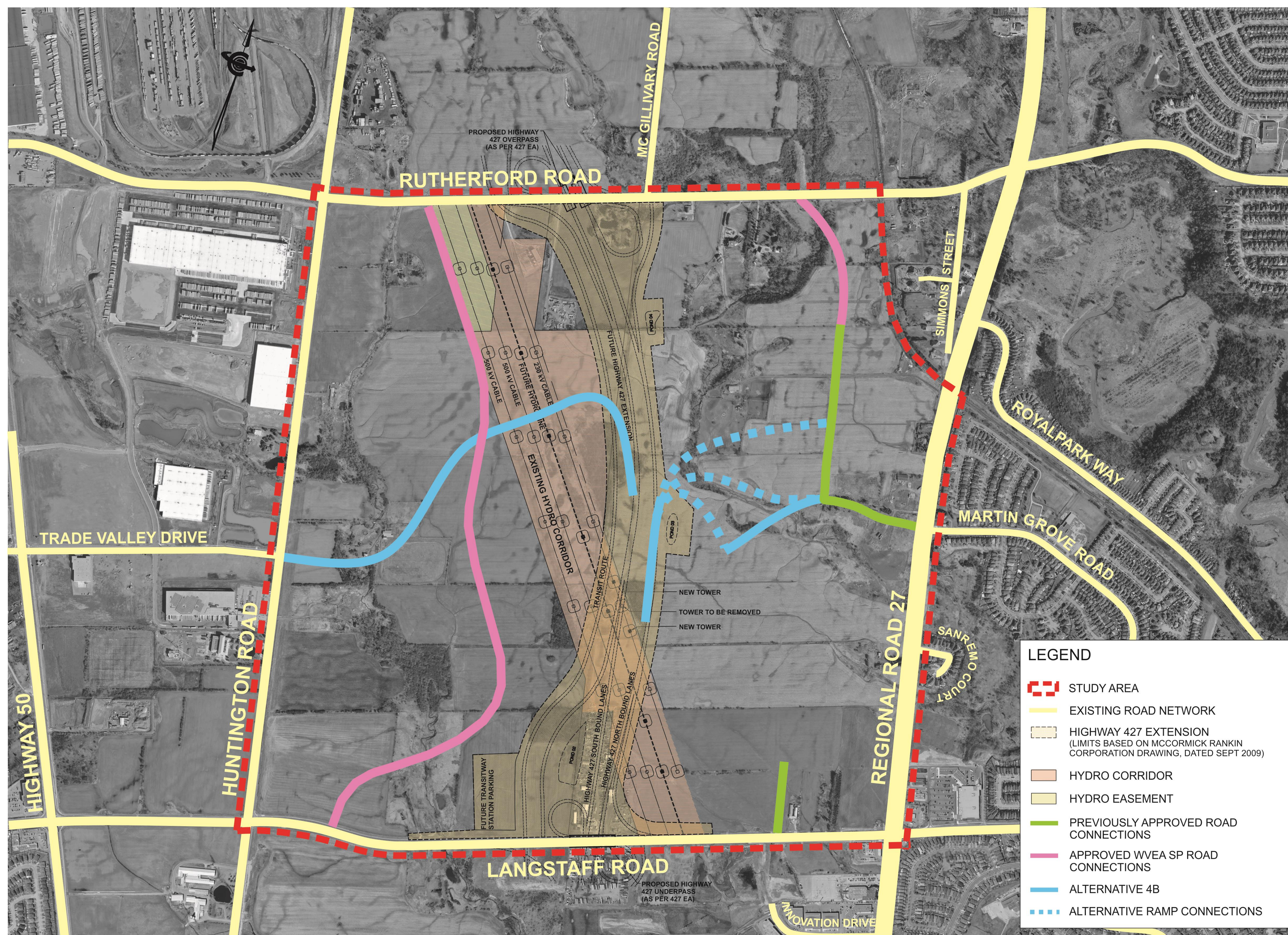
Alternative 4A: Provide Highway 427 Connection

(Approved Secondary Plan Road Network with Highway 427 on/off ramp alternatives)



Alternative 4B: Provide Highway 427 Connection

(Approved Secondary Plan Road Network with Highway 427 on/off ramp alternatives)



Screening Criteria

Transportation

- Traffic Planning Policies
- Levels of Service / Capacity
- Network Connectivity
- Goods Movement
- Emergency Services Response
- Alternate Modes of Transportation
- Safety

Natural Environment

- Vegetation
- Wildlife
- Aquatic Habitats
- Natural Heritage Network

Socio-Economic Environment

- Built Heritage / Cultural Heritage
- Archaeological Resources
- Existing / Future land uses
- Residential Areas
- Recreational Areas
- Businesses
- Traffic Infiltration

Financial and Engineering

- Utility Relocation Requirements
- Property Acquisition
- Servicing Requirements
- Capital Costs
- Operations and Maintenance Costs
- Design Standards
- Implementation

Screening of Planning Alternatives

| Criteria | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4A | Alternative 4B |
|----------------------------|---|---------------|---------------|----------------|----------------|
| Transportation | | | | | |
| Natural Environment | | | | | |
| Socio-Economic Environment | | | | | |
| Financial and Engineering | To be addressed in Phase 3 of the EA process. | | | | |

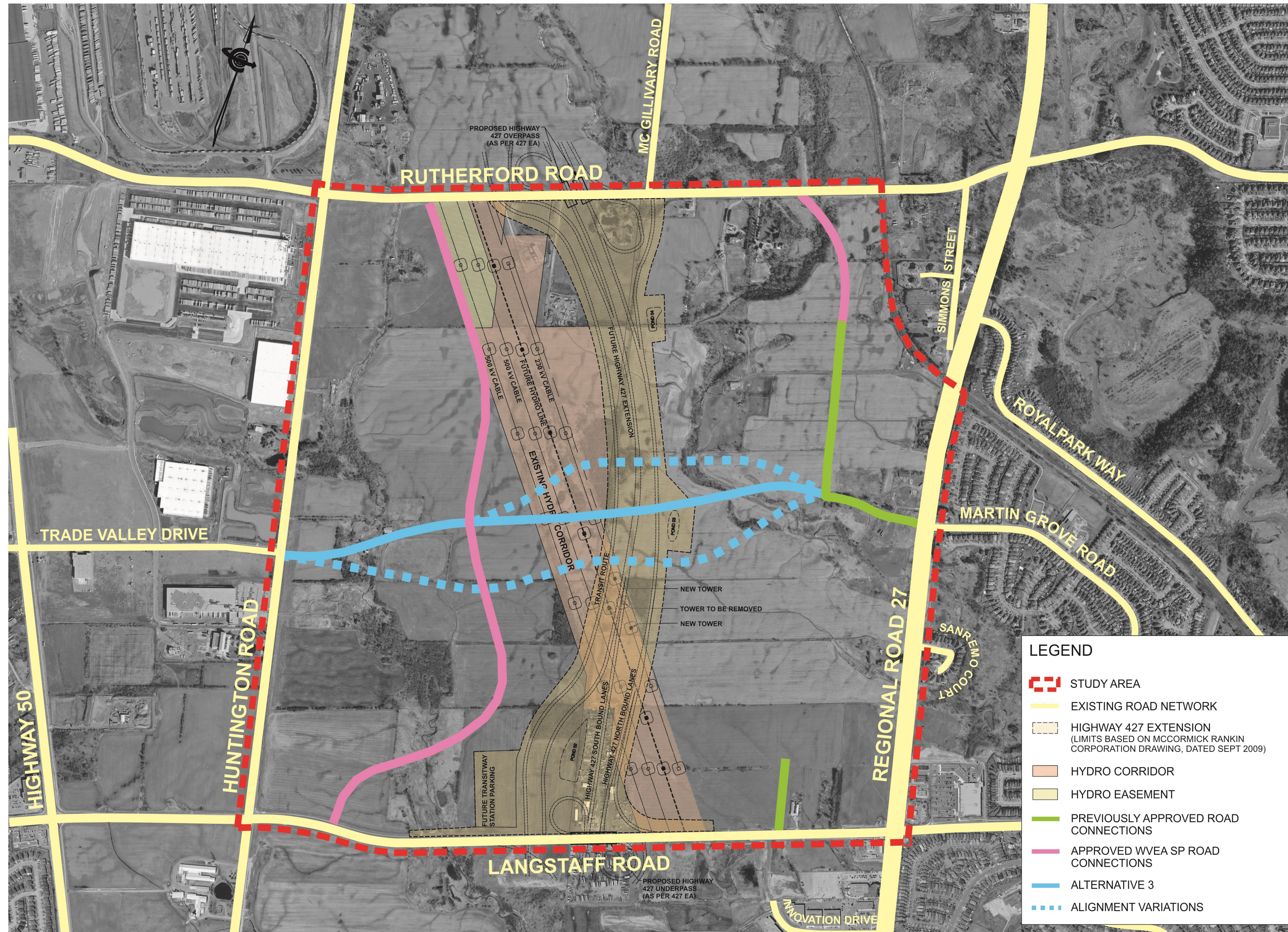
Least preferred Most preferred

Preliminary Findings

| Alternative | Description | Recommendation |
|-------------------------|---|---|
| Alternative 1 | Provide Planned Improvements (Approved Secondary Plan Road Network without East-West Collector Street) | Does not address problem statement DO NOT CARRY FORWARD |
| Alternative 2 | Provide Planned Improvements with Transportation Demand Management (TDM) (Approved Secondary Plan Road Network without East-West Collector Street) | Does not address problem statement by itself CARRY FORWARD IN CONJUNCTION WITH OTHER ALTERNATIVES |
| Alternative 3 | Provide East-West Collector Street (Approved Secondary Plan Road Network with East-West Collector Street) | Addresses problem statement CARRY FORWARD |
| Alternative 4A/B | Provide Highway 427 Connection (Approved Secondary Plan Road Network with Highway 427 on/off ramp alternatives) | Does not fully address problem statement DO NOT CARRY FORWARD |

Planning Alternative Being Carried Forward

Alternative 3: Provide East-West Collector Street with TDM (Approved Secondary Plan Road Network with East-West Collector Street)



Next Steps

Study process:

- Review public and agency comments received from PIC #2
- Prepare PIC #2 summary report and post on website
- Pending decision to proceed, undertake Phase 3 (Identify and Evaluate Alternative Design Concepts) of the Class EA process

Consultation process:

- Review of Alternative Designs (PIC #3) in late Winter
- 30-Day Public Review of Environmental Study Report (early Spring)

Thank you!

Thank you for your interest in this study. Please sign in if you wish to be added to the study mailing list and notified of future project milestones and opportunities to provide input.

Throughout the study please contact the following members of the project team if you have any comments or questions:

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Development / Transportation Engineering
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Comments and information regarding this project are being collected in accordance with the requirements of the Environmental Assessment Act. With the exception of personal information, all other information received may be included in project documentation and may become part of the public record.