

# ***WELCOME***

## **Municipal Class Environmental Assessment**

**Huntington Road from Langstaff Road to McGillivray Road (Part A)  
& Major Mackenzie Drive to Nashville Road (Part B)**

**Public Information Centre No. 2  
Wednesday June 29, 2016, 5:00 p.m. to 8:00 p.m.**

**Kleinburg Library, Meeting Room**



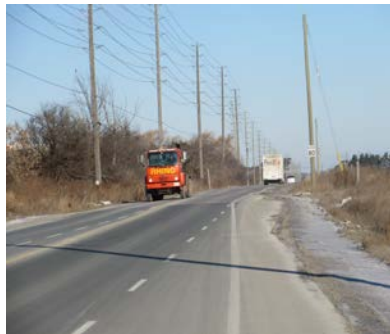
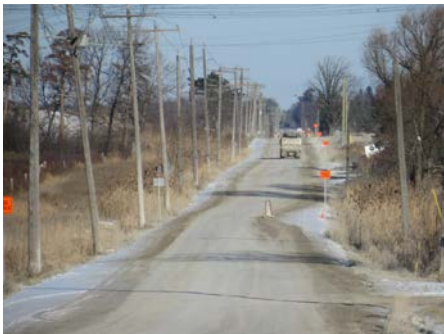
**PARSONS**



## WHY IS THE CITY UNDERTAKING THIS STUDY?

The **City of Vaughan** has initiated a Class Environmental Assessment (EA) Study for road improvements along **Huntington Road** to:

- Support planned **population and employment growth**
- Accommodate the projected **increase in traffic**
- Encourage more **sustainable modes of transportation**
- Support **local and Regional policies**



*(The City) recommends the need to add capacity to Huntington Road "to meet the travel demands of a major new employment area..."*

*-Vaughan Transportation Master Plan*

*The West Vaughan Employment Area (WVEA) Secondary Plan broadly identifies the need to develop a street network that is safe, efficient, and balances user needs including motorists, truck traffic, pedestrians and cyclists.*

*-WVEA Secondary Plan*

# WE ARE FOLLOWING THE SCHEDULE "C" MUNICIPAL CLASS EA

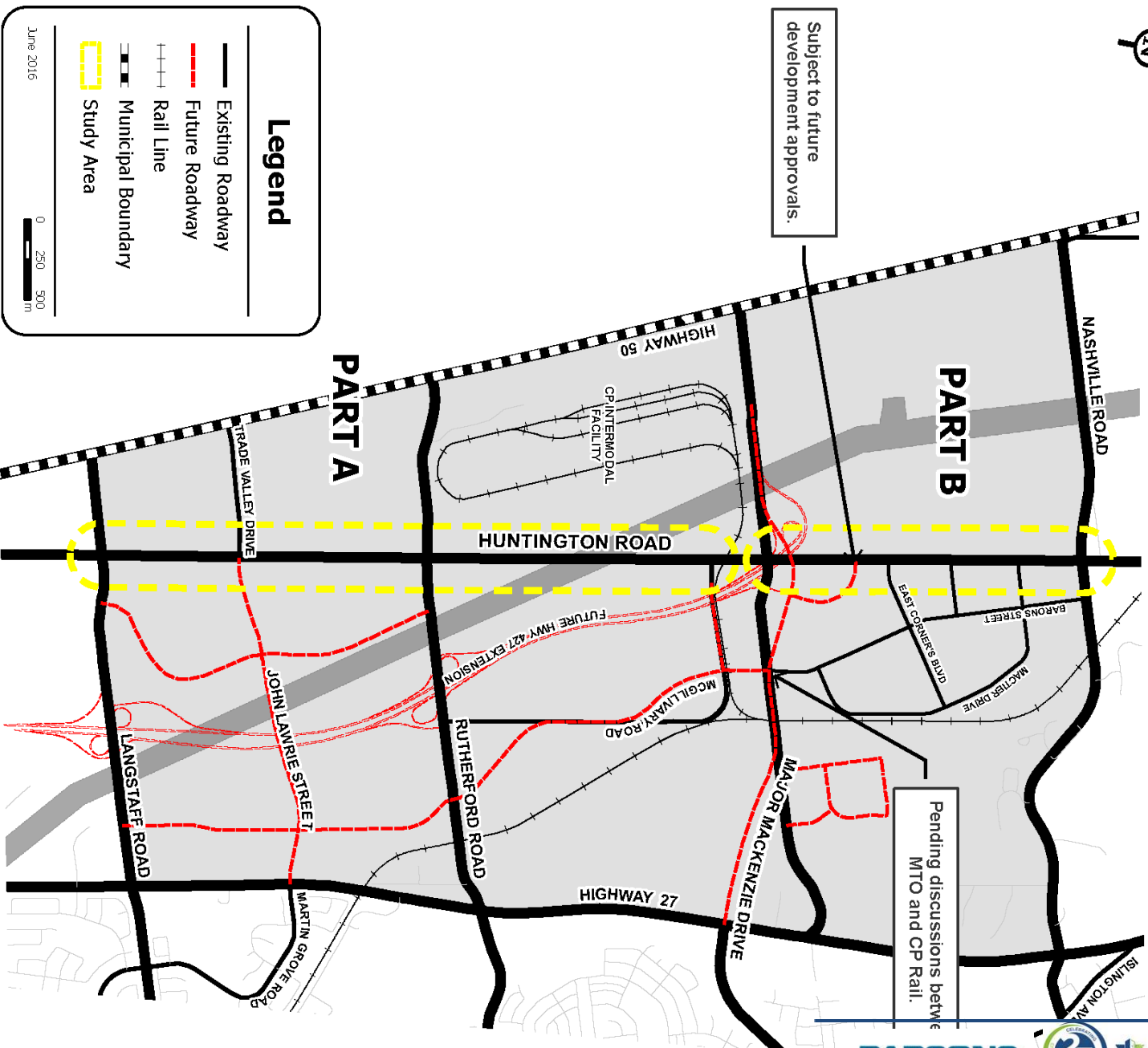
- **Five Phase planning process** under the *Municipal Engineers Association Municipal Class Environmental Assessment (EA) (2000 as amended in 2007 and 2011)*
- Requires all **reasonable alternatives** to be considered
- Aims to **reduce impacts** on the surrounding environment

Phase 1: Problem / Opportunity	Phase 2: Alternative Solutions	Phase 3: Alternative Designs	Phase 4: Environmental Study Report	Phase 5: Implementation
Description of the problem and/or opportunity to be addressed by the project	Feasible ways of solving the identified problem(s) or addressing the opportunity(ies), from which a preferred solution is selected (in other words, <i>how can the problem be addressed?</i> )	Alternative ways of designing or carrying out the preferred solution ( <i>in other words, what will the solution to address the problem look like?</i> )	Documents the planning and decision-making process, and identifies the measures proposed to avoid or minimize environmental effects	Includes construction of the undertaking and a monitoring program to ensure that environmental commitments are fulfilled

PIC No. 1  
(Nov 25, 2014)

PIC No. 2 –  
We are here!  
June 2016

Est. Fall 2016



The study area consists of two separate sections to account for the planned termination of Huntington Road at McGillivray Road.

**(PART A): Huntington Road from Langstaff Road to McGillivray Road**

- 2-lane rural road extending from Langstaff Road to McGillivray Road (Approx 3.8 km)
- Corridor "split" to accommodate future Highway 427 interchange at Major Mackenzie Drive
- Identified in Transportation Master Plan as a Major Collector Road requiring 4 lanes and a 26m ROW
- Located adjacent to CP Intermodal Facility

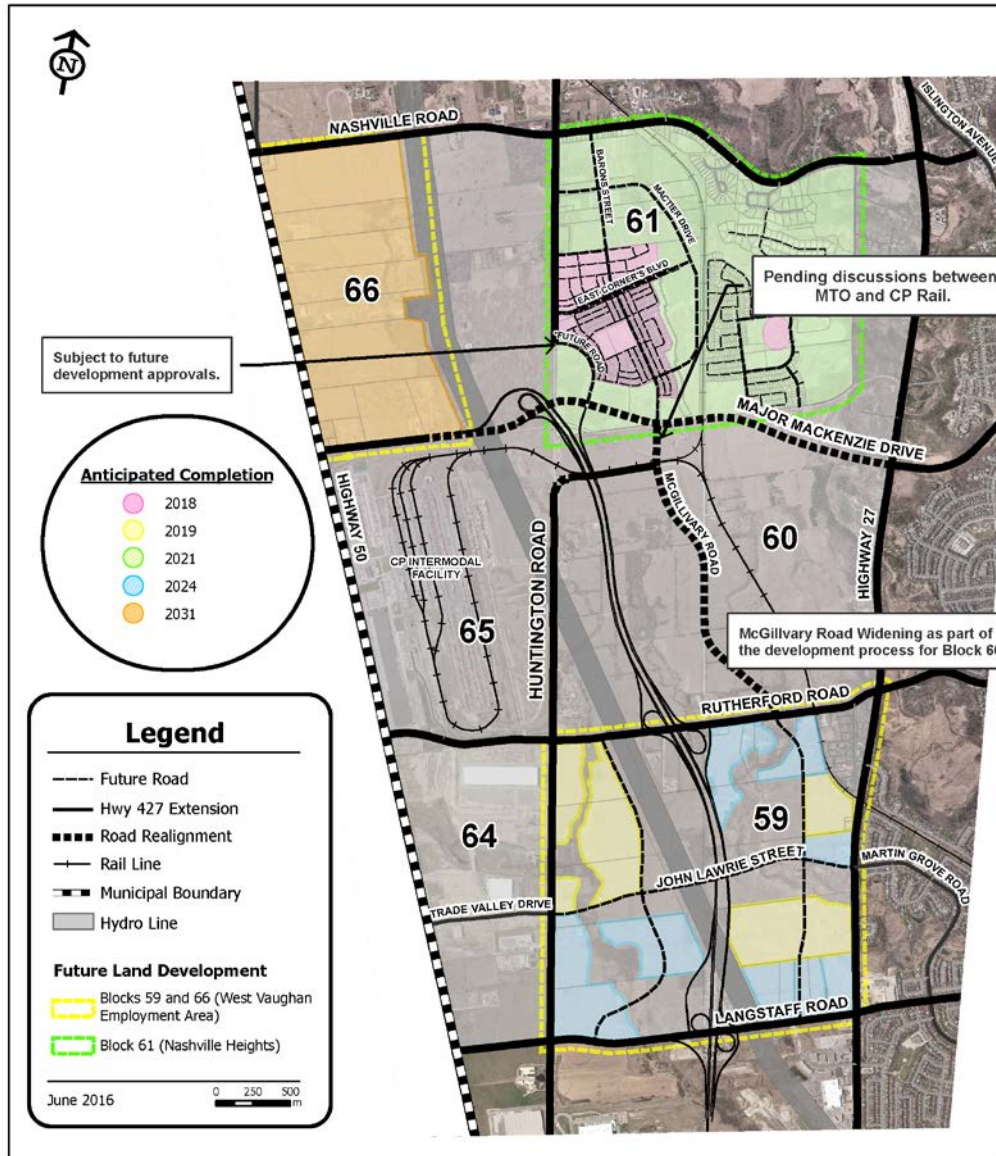
**(PART B): Huntington Road from Major Mackenzie Drive to Nashville Road**

- 2-lane rural road extending from Major Mackenzie Drive to Nashville Road (Approx 1.8 km)

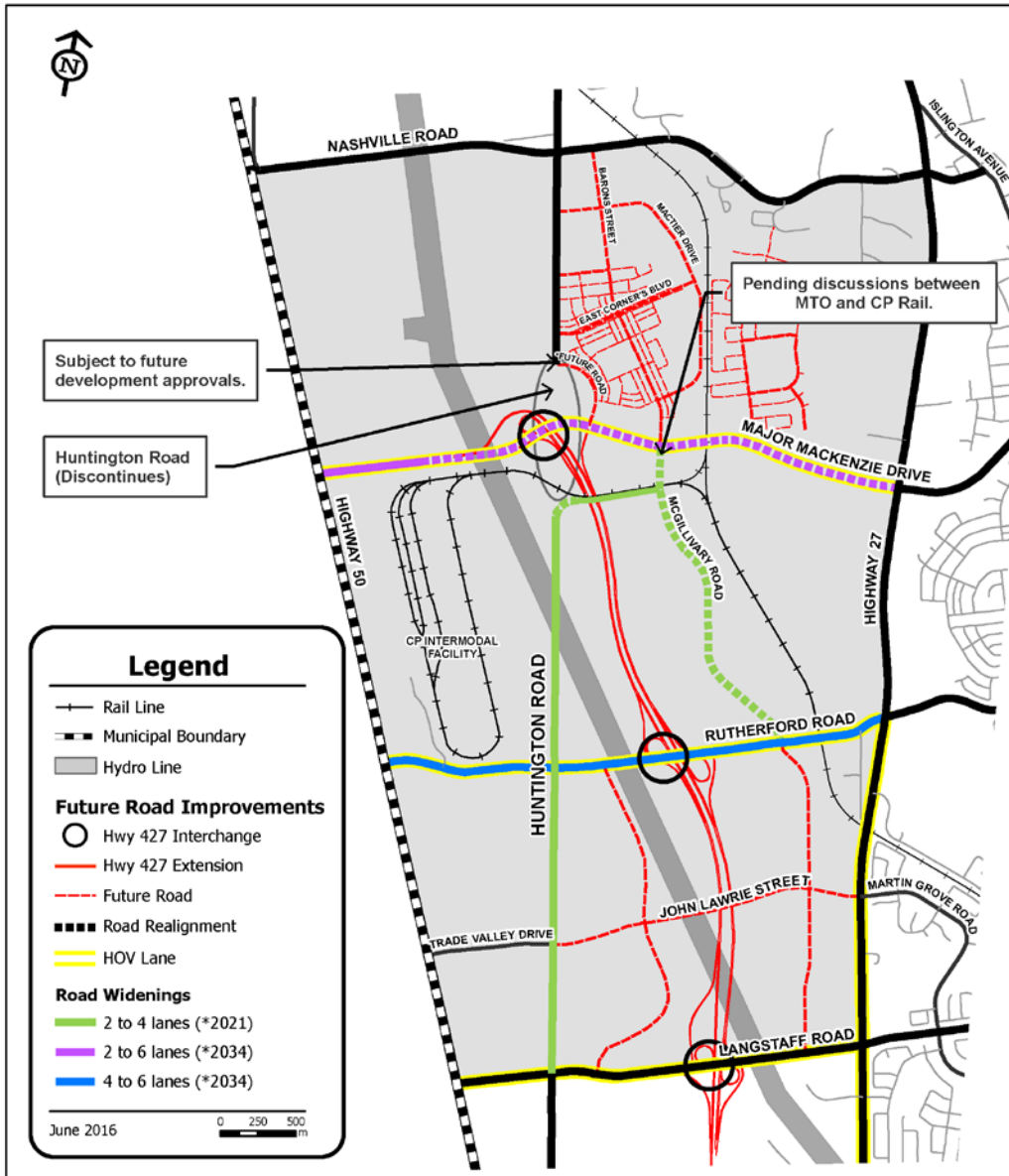
# PLANNED AND FUTURE DEVELOPMENTS

The Huntington Road EA Study recognizes several planned developments

- **West Vaughan Employment Area** (Blocks 59 and 66)
  - Commercial and Industrial developments as soon as 2016
- **Nashville Heights** residential subdivision (Block 61 West)
  - Phase 1 – approx. 650 new homes
  - Phase 2 – approx. 380 homes (located north of the TransCanada Pipeline)



# PLANNED AND FUTURE ROAD IMPROVEMENTS



The Huntington Road EA Study recognizes several planned road improvements:

- **Extension of Highway 427** north of Highway 7 will result in the discontinuation of Huntington Road at Major Mackenzie Drive, where MTO has planned a terminus. Construction is expected to start in early 2017.
- **Major Mackenzie Drive** will be widened to six lanes (including HOV lanes), and realigned to accommodate the Highway 427 extension.
- **McGillivray Road** will be widened to four lanes and slightly realigned, subject to development process for Block 60.
- **John Lawrie Street** (formerly known as Street "A") is planned for the southern portion of the West Vaughan Employment Area (Block 59) to provide access to new industrial developments.
- **Local Road Network** that forms the Nashville Heights subdivision (Block 61 West).

## **STUDY PROBLEM STATEMENT**

The **Problem Statement** identifies the **need and justification** for the overall project while establishing the scope of the study:

*Ongoing and planned development in the vicinity of the study area requires the need to provide additional capacity along Huntington Road in order to alleviate future congestion.*

*In addressing the planned population and employment growth and shift to a more urban landscape, changes to the road and corresponding infrastructure is needed to provide access to adjacent development lands while supporting a variety of transportation functions and uses, including transit and active transportation (cyclists and pedestrians).*



## SUMMARY OF ALTERNATIVES AND RECOMMENDED SOLUTIONS

### Alternative 1:

#### Do Nothing

Assumes no improvements other than regular maintenance

### Alternative 2: Travel

#### Demand Management (TDM)

Expanding transportation options to reduce vehicular trips and miles traveled and increasing vehicle occupancy

### Alternative 3:

#### Improve Other Parallel Roadways

Undertake improvements to parallel roadways to reduce traffic on Huntington Road

### Alternative 4:

#### Roadway Capacity and Operational Improvements

Enhance the traffic capacity of Huntington Road by adding travel / turning lanes, and making geometric and signal timing improvements

### Alternative 5:

#### Urbanize Cross-Section

Undertake improvements such as providing curbs, gutters, catch basins and an enclosed drainage system

Based on the evaluation of the alternative solutions, and in consultation with local residents and stakeholders, the recommended solution for Huntington Road is a combination of:

- **Travel demand management** initiatives
- **Roadway capacity** and **operational improvements**
- **Urbanization of the roadway corridor**

*In the Municipal Class EA process, **Alternative Solutions** identify potential ways to address the transportation problem*



## PIC NO. 1 SUMMARY

What comments did we hear from PIC No. 1?

- Truck traffic should remain on major streets
- Huntington Road is currently in very poor condition – lots of gravel
- Residents from Nashville Heights require:
  - A temporary connection while Major Mackenzie Drive is under construction
  - A north-south connection into and out of the residential development



# ALTERNATIVE DESIGNS – PART A

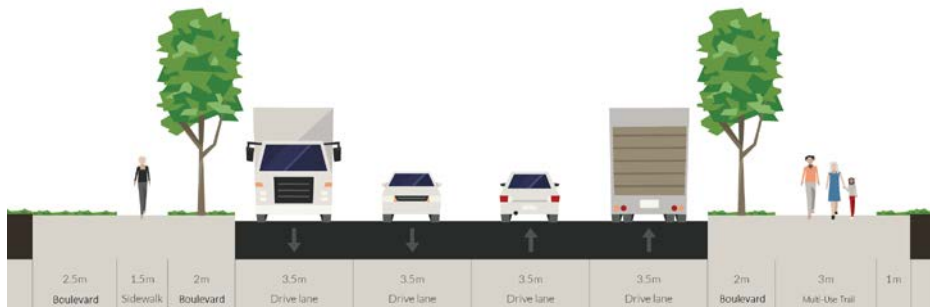
*In the Municipal Class EA process, **Alternative Designs** identify what the solution to address the transportation problem could look like*

A short description of the four Alternative Designs for Part A are shown below. The cross sections show the road facing north.



## Alternative 1: Do Nothing

- No additional lanes or pedestrian and cycling facilities
- Rural road with paved lane, narrow gravel shoulders, and no curbs
- North of Rutherford Road, Huntington Road becomes 3.25m gravel lanes with a 0.5m gravel shoulder



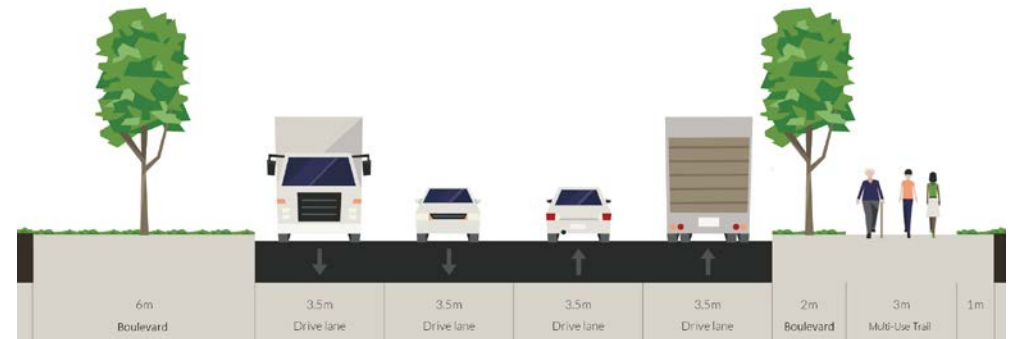
## Alternative 3: Four-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 2: Two-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- No additional lanes, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 4: Four-Lane Urban Roadway with Multi-Use Trail

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, grass and trees boulevard added on each side

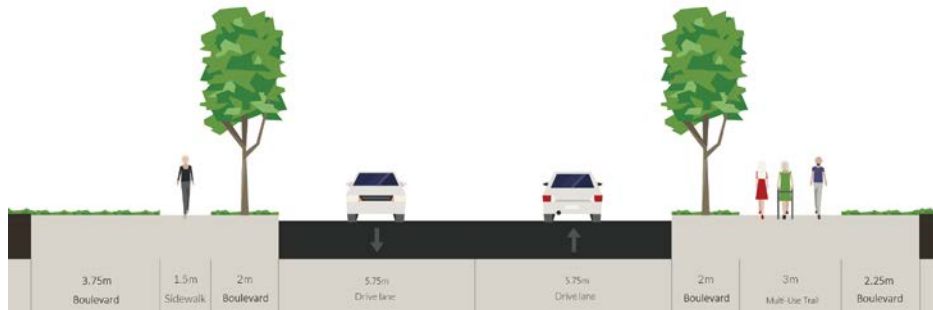
# ALTERNATIVE DESIGNS – PART B

A short description of the four Alternative Designs for Part B are shown below. The cross sections show the road facing north.



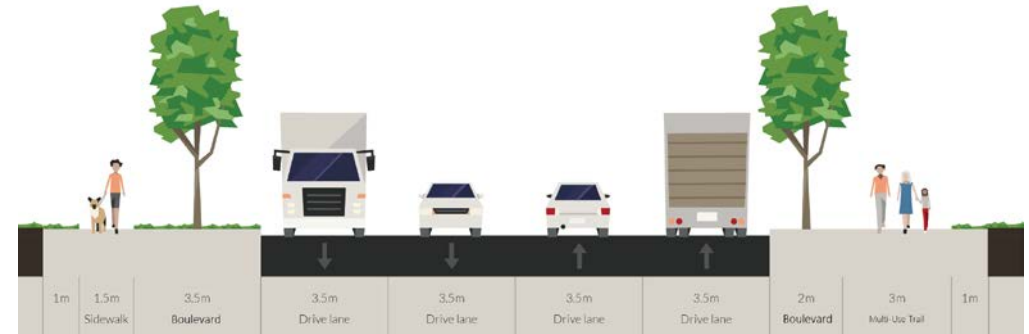
## Alternative 1: Do Nothing

- No additional lanes or pedestrian and cycling facilities
- Rural road with paved lane, narrow gravel shoulders, and no curbs



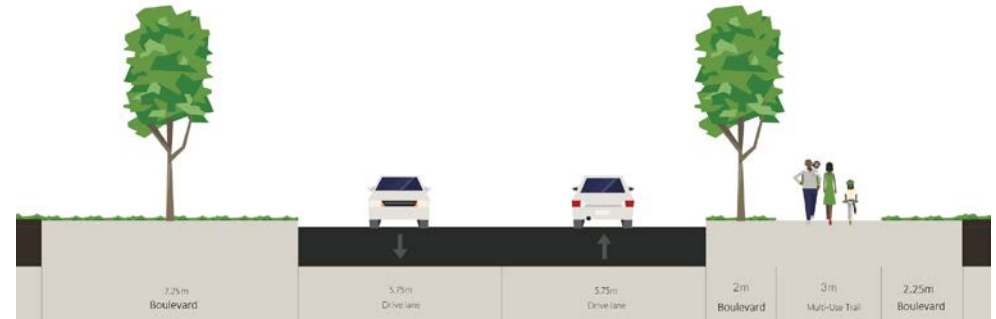
## Alternative 3: Two-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- No additional lanes on Huntington Road, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 2: Four-Lane Urban Roadway with Multi-Use Trail and Sidewalk

- One additional lane in each direction, creating a four-lane urbanized roadway with curbs, and uses a 26m right of way
- Multi-use trail on the east side, sidewalk on the west side, grass and trees boulevard added on each side



## Alternative 4: Two-Lane Urban Roadway with Multi-Use Trail

- No additional lanes on Huntington Road, existing lanes are widened, roadway urbanized with curbs, and uses a 26m right of way
- Multi-use trail on the east side, grass and trees boulevard added on each side

# CRITERIA TO EVALUATE ALTERNATIVE DESIGNS

## Transportation System

### Mobility & Accessibility

Potential to support 2031 traffic demand

### Safety

Ability to improve travel safety

### Active

#### Transportation

Potential to improve cycling, walking, and streetscaping

### Roadway Design

Ability to meet City of Vaughan road design standards

## Transportation System

### Freight Traffic

Ability to meet capacity and design requirements

### Phasing & Implementation

Disruptions to existing travel

### Transit

Ability to support and accommodate transit

## Utilities

Impacts on utilities resulting from alignment

## Natural Heritage

**Aquatic** Potential to alter watercourses, fish and fish habitat, and channel stability

**Terrestrial** Impacts on surrounding vegetation and terrain, wildlife and habitat

### Groundwater

Impact on water supply and groundwater quality

### Stormwater

Impacts to stormwater

## Social Environ.

### Archaeology

Impacts on arch. resources

### Cultural Heritage

Impacts on cultural heritage resources

### Land Use

Supports existing and future development

### Noise/Vibration

Noise impacts on adjacent areas

### Air Quality

Impact on AQ/emissions

### Property

Potential need for property acquisition

### Construction

Related effects

## Economic

### Economic Development

Impacts on existing business operations and support for economic growth

### Capital Costs

Potential capital costs for implementation

### Operation & Maintenance Costs

Potential cost of operating and maintaining improvements

# EVALUATION FOR PART A

Alternative	Transportation System	Natural Heritage	Social Environment	Utilities	Economic	Recommended?
1 – Do Nothing						
2 – Two-lane Urban Roadway with Multi-use Trail and Sidewalk						
3 – Four-lane Urban Roadway with Multi-use Trail and Sidewalk						 Langstaff to Rutherford
4 – Four-lane Urban Roadway with Multi-use Trail						 Rutherford to McGillivray



Good ←-----→ Poor

# EVALUATION FOR PART B

Alternative	Transportation System	Natural Heritage	Social Environment	Utilities	Economic	Recommended?
1 – Do Nothing						
2 – Four-lane Urban Roadway with Multi-use Trail and Sidewalk						
3 – Two-lane Urban Roadway with Multi-use Trail and Sidewalk						
4 – Two-lane Urban Roadway with Multi-use Trail						

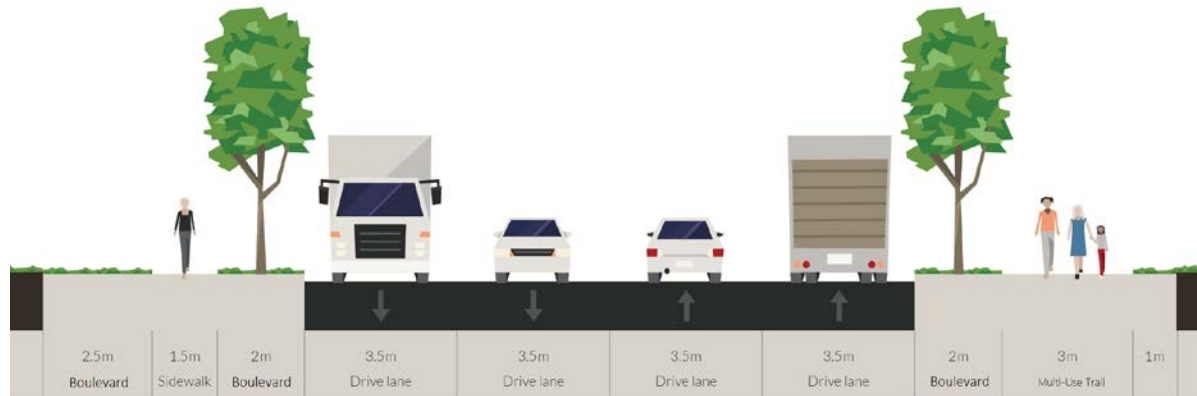


Good ←-----→ Poor

# PREFERRED ALTERNATIVE DESIGNS - PART A

Based on the evaluation of the alternative designs, the following were selected as the recommended alternative design for Part A:

## Langstaff to Rutherford, Alternative 3:



### Highlights:

- Four lanes to accommodate projected future traffic
- Urbanized roadway to facilitate increase traffic volume and freight traffic
- 3-metre multi-use trail on the east to support sustainable modes of transportation
- Sidewalk on the west to support potential future development

## Rutherford to McGillivray, Alternative 4:



### Highlights:

- Four lanes to accommodate projected future traffic
- Urbanized roadway to facilitate increase traffic volume and freight traffic
- 3-metre multi-use trail on the east to support sustainable modes of transportation
- Sidewalk not needed as CP lands currently exist on the west side

## PREFERRED ALTERNATIVE DESIGNS - PART B

Based on the evaluation of the alternative designs, the following was selected as the recommended alternative design for Part B:

Part B (Major Mackenzie to Nashville), Alternative 4:



### Highlights:

- Only two lanes needed to adequately accommodate future traffic demand
- Urbanized roadway
- 3-metre multi-use trail on the east side to support residential subdivision and encourage sustainable modes of transportation
- West side will be further refined in detailed design pending future development



## POTENTIAL IMPACTS OF THE ALTERNATIVE DESIGNS

All the alternative designs will be constructed within a 26 metre right of way, resulting in similar impacts:

- **Natural Heritage:** Some impacts anticipated at creek crossings, regarding culverts, wildlife crossings and impacts to adjacent streams that may be impacted due to road widening.
  - Culverts / crossings to be designed in accordance with TRCA standards.
  - Stream realignment to occur just north of Rutherford Road (in process of acquiring TRCA approval).
- **Socio-economic impacts:** Property acquisition required along both sections of the roadway.
- **Archaeological impacts:** Potential impact to the Nashville Cemetery **will be avoided** as a result of shifting the alignment slightly west.

## PROPERTY REQUIREMENTS AND PROCESS

Due to the widening and urbanization of Huntington Road, the undertaking will require the acquisition of property adjacent to the roadway. The approximate property requirements are shown on the design panels.

The City will follow the steps below when the design is finalized:

1. Determine the property acquisition needs due to road widening/urbanizing.
2. The City will contact property owners and arrange meetings to discuss the property requirements.
3. The City will assess the value of the land to be acquired, and property owners will be fairly compensated.

## **NEXT STEPS**

Following this Public Information Centre, the Project Team will:

- Review and address the comments submitted by the public, local and regional agencies
- Confirm the recommended Alternative Design(s)
- Meet with technical agencies and specific stakeholders as needed
- Complete Phase 4 – Develop an Environmental Study Report (ESR)

*A **Notice of Completion of ESR** will be issued to the public and stakeholders when the ESR is available and published for public and agency review.*

## **THANK YOU FOR ATTENDING THIS EVENT!**

Please provide your comments pertaining to the material presented here tonight by **completing a comment sheet** and depositing it in the provided comment drop-box. Alternatively, please email, mail, or fax your comment sheet by **Friday, July 29, 2016**.

If you have any questions or comments after tonight's meeting, please contact:

**Mani Shahrokni, P. Eng.**  
**City Project Manager**

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We appreciate your time and interest in this study and thank you for attending this Public Information Centre.