McNaughton Road West

Environmental Assessment (EA) Study
(Major Mackenzie Drive to Falvo Street)

Public Information Centre (PIC) #2
Virtual Live Meeting
April 18, 2024

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Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

Welcome!

Thank you for attending this virtual public meeting

Presenters:

- Hilda Esedebe, City of Vaughan Project Manager
- Michelle Mascarenhas, HDR Project Manager

Facilitator:

- Brittany Zhang, HDR Project Coordinator

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Format of the Meeting

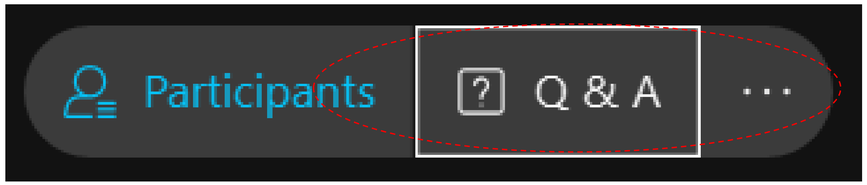
The project team will provide a presentation live followed by a question-and-answer period.

You can ask questions or provide comments by typing them into the **"Q & A"** and the Facilitator will read out the questions for the project team to respond to.

Your name will not be read aloud when questions are asked.

Alternatively, if you prefer to speak, you can use the **raise hand function** to ask your question.

Public input received through this virtual meeting will be included in a feedback report that will also be posted on the project website.



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Introductions

Why have a Public Information Centre (PIC)?

Gain a better understanding about the project and study findings to date

Learn about how the decision-making process works

Provide input on the design concepts that were considered and evaluated, and the recommended design

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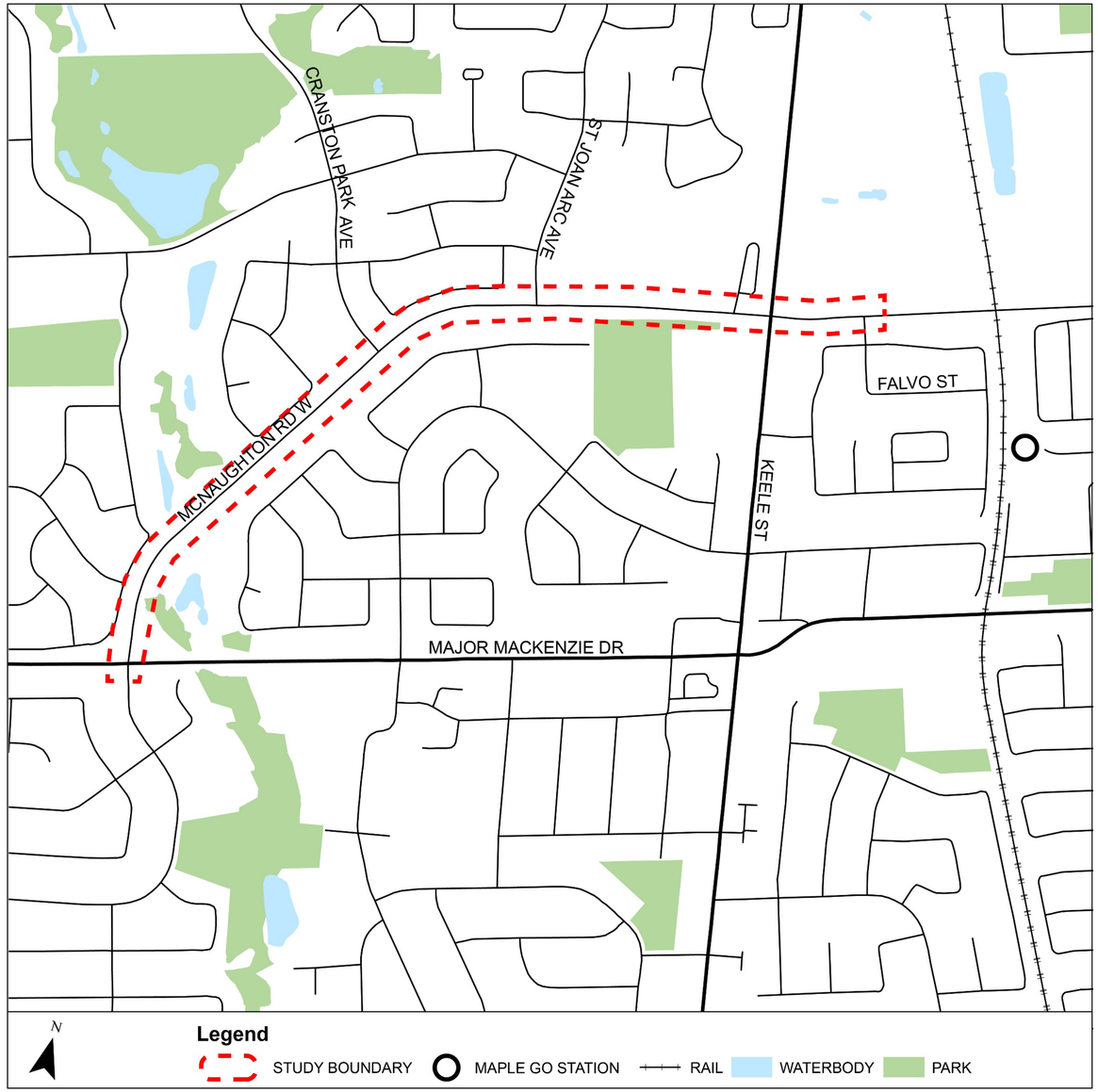
Study Area, Purpose and Study Process

Study Area and Study Purpose



Study Area

City of Vaughan is undertaking an Environmental Assessment study for McNaughton Road West between **Major Mackenzie Drive and Falvo Street.**

Study Purpose

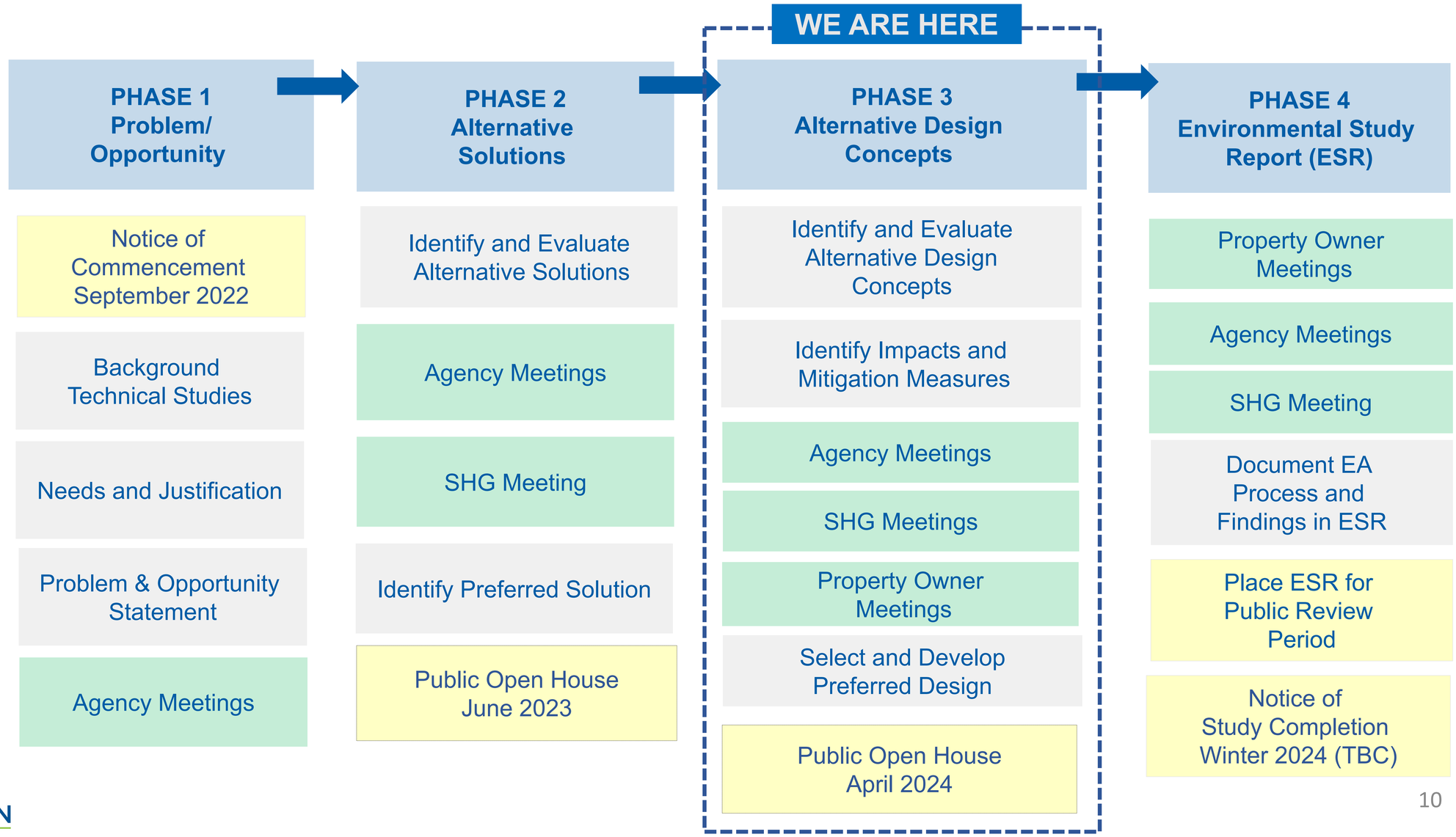
To address capacity and operational needs to accommodate planned growth in the area for pedestrians, cyclists, transit users and motorists.

Key improvements to consider:

- Urbanization
- Active transportation facilities
- Mid-block and trail crossings to support Vaughan Super Trail and Bartley Smith Greenway
- Operational improvements for all modes

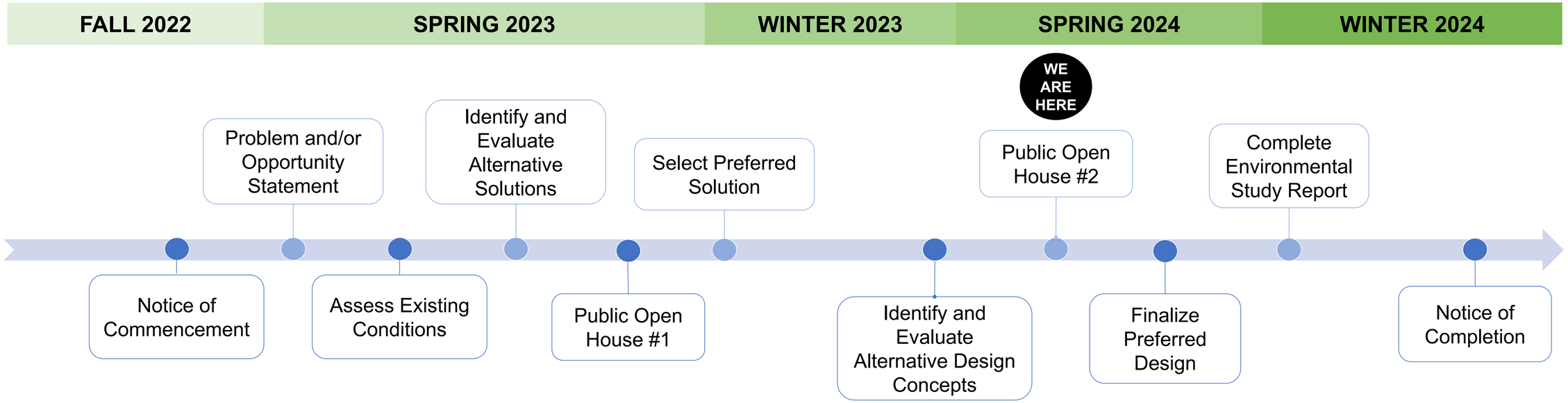
Study Process

Key Consultation Milestones



Study Process and Timeline

A Municipal Class Environmental Assessment (EA) is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. The McNaughton Road West EA study commenced in September 2022, and is projected to be complete by winter of 2024.



Summary of PIC 1

Summary of PIC 1

There is a need for improvements along McNaughton Road West study corridor:

Problem	Opportunity
Intersections will approach capacity and experience delays and queue spillbacks, creating potential safety and operational concerns	Evaluate improvements to McNaughton Road to accommodate projected traffic demand and provide sufficient east-west transportation capacity
Lack of continuous pedestrian and cyclist facilities result in increased travel distance and reduced connectivity to adjacent community connections, including Maple GO Station and Bartley Smith Greenway	Provide pedestrian and cyclist facilities to accommodate existing and future users with access to adjacent features and connections, including Maple GO Station and Bartley Smith Greenway
Existing infrastructure does not promote transit service	Evaluate intersection treatments and transit stop accessibility and amenities to improve the comfort, reliability and operational efficiency for transit along the corridor

Summary of PIC 1

Following the first Public Information Centre, the **Preferred Solution for McNaughton Road West from Major Mackenzie Drive to Falvo Street** is confirmed as combination of the following alternatives:

Travel Demand Management

Localized Intersection and Operational Improvements

Urbanize McNaughton Road West and Maintain Two Lanes

Active Transportation Improvements

*Note: Placement of elements within the cross-section (including street trees, active transportation facility types, light / hydro poles, vehicle lanes, etc.) are determined in Phase 3 – Alternative Design Concepts of the study.

What We Heard

Community Outreach

- Direct Mail Notices
- Newspaper Notices
- Public Information Centre
- Stakeholder Group Meetings
- Agency Meetings
- Social Media Posts
- Mobile Road Signs, Published Notices
- City of Vaughan Website (www.Vaughan.ca/mcnaughton)
- E-blasts to study contact list

Key Feedback from PIC 1

- Desire to reduce truck traffic in the study corridor
- Desire for traffic calming measures to reduce speeding in the study corridor

- General support for the Preferred Solution to urbanize McNaughton Road West, maintain a two-lane cross-section with active transportation facilities and localized intersection improvements
- Desire for a connection to the Bartley Smith Greenway Trail
- Desire for Active Transportation facilities

- Concerns regarding traffic noise
- Concerns for increased traffic in recent years from nearby construction

How We've Addressed Key Concerns

Key Concerns	Solutions
Desire for Active Transportation facilities	Continuous and dedicated pedestrian and cyclist facilities proposed along the corridor.
Concerns regarding noise from traffic	Noise impact assessment study is underway will identify projects requirements for mitigation measures (noise barriers) where technically and economically feasible.
Desire for a connection to the Bartley Smith Greenway Trail	Interim at-grade trail crossing and future trail culvert crossing at the West Don River to connect with the Bartley Smith Greenway Trail.
Concerns with aggressive driving and speeding	Urbanization (curb and gutter) of the corridor, narrowing of lanes, street trees, illumination, facilities for pedestrians and cyclists and pavement markings are introduced in the proposed design. Potential for speed camera by the school.
Concerns with increased traffic from nearby construction	Recent completion of construction on Major Mackenzie Drive.

Alternative Designs

Evaluation Criteria

The following criteria are used to assess the alternatives:

Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services

Infrastructure Design and Economic Environment

- Minimize Utility Relocation
- Minimize Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction

Social Environment

- Minimize Impacts on Existing Residential, Institutional and Recreational Dwellings / Properties
- Minimize Access Impacts
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

Natural Environment

- Protect Designated Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Improve Air Quality
- Protect Surface Water and Ground Water
- Minimize Effects on Climate Change
- Minimize Flooding and Erosion and Protect Slope Stability

Technical Studies

The following studies are completed or in progress to inform the evaluations and impact assessments:


Noise Impact Assessment


Socio-Economic Environment


Topographical Survey


Transportation and Traffic Analysis


Contamination Overview Study


Safety Assessment


Natural Environment Assessment and Tree Inventory


Hydro-Geological Investigations


Stormwater Management


Archaeological Assessment


Geotechnical Investigations


Fluvial Geomorphology


Built and Cultural Heritage Assessment


Climate Change Assessment


Air Quality Impact Assessment

Alternative Designs – Active Transportation

The following alternatives were considered to determine how best to accommodate pedestrians and cyclists:

Carried Forward

Alternative 1:

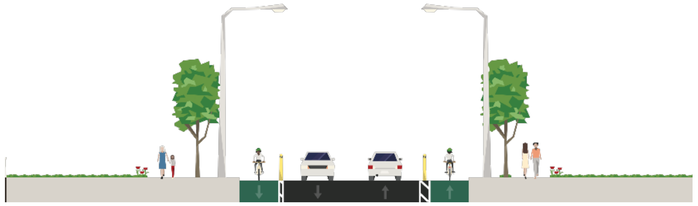
Separated In-Boulevard Cycle Tracks and Sidewalk on Both Sides

Alternative 2:

Multi-Use Paths on Both Sides

Alternative 3*:

On-Road Bike Lanes with Sidewalks



Alternative 4*:

Multi-Use Path on One Side

*Alternatives 3 and 4 do not align with the City of Vaughan's Pedestrian and Bicycle Master Plan (2020) and are not carried forward.

Evaluation of Alternative Designs – Active Transportation

	Alternative 1 Boulevard Cycle Tracks and Sidewalks on Both Sides	Alternative 2 Multi-Use Path on Both Sides
Transportation Service	+	–
Social Environment	+	+
Infrastructure Design and Economic Environment	o	+
Natural Environment	o	+
Summary	RECOMMENDED ✓	Not Preferred

Alternative 1 Boulevard Cycle Tracks and Sidewalks on Both Sides, is recommended because it:

- Separates pedestrians and cyclists from vehicles;
- Eliminates pedestrian-cyclist conflicts
- Provides pedestrians and cyclists with direct access to adjacent lands / destinations in both boulevards;
- Minimizes potential conflicts at driveways and intersections with one-way cyclist travel;
- Provides better connectivity to planned AT facilities beyond the study area; and
- Aligns with the vision of the City of Vaughan 2020 Pedestrian and Bicycle Master Plan

Legend	
+	Meets Objectives
o	Partially Meets Objectives
–	Does Not Meet Objectives

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Bartley Smith Greenway (BSG) Trail Connection and West Don River Crossing

BSG Trail Connection (Interim and Ultimate)

The Bartley Smith Greenway is a 15km recreational multi-use trail and a key component of the Vaughan Super Trail network. The City of Vaughan completed a feasibility study to address the three-kilometre gap in the BSG Trail network between McNaughton Road and Rutherford Road. As an interim condition, the BSG study recommended an at-grade trail connection across McNaughton Road at the West Don River. As an ultimate condition, the BSG study recommended replacing the interim at-grade trail crossing with a below grade trail crossing connection at the West Don River. A new culvert to accommodate passage of the BSG trail is proposed adjacent to the existing West Don River culvert.

West Don River Crossing of McNaughton Road

Structural modification to the existing double cell box culvert at the West Don River crossing is recommended.

Improvements at the West Don River will be confirmed in consultation with TRCA, following confirmation of the preferred roadway design.

Recommended Design

Recommended Design

Key Features of the Recommended Design:

- Maintain two travel lanes with localized intersection and operational improvements (additional westbound lane from St. Joan of Arc Avenue to Keele Street, and westbound right turn lane at Keele Street intersection)
- Boulevard Cycle Tracks and Sidewalks on both sides
- Urbanization (curb and gutter)
- Crossrides at intersections
- Structural Modification at West Don River Tributary Culvert
- New Bartley Smith Greenway Trail Connection (interim at-grade trail crossing, replaced by an ultimate new crossing culvert)
- Illumination and Streetscaping

Timing of Improvements:

- McNaughton Road construction is anticipated to commence tentatively in 2028 following detailed design

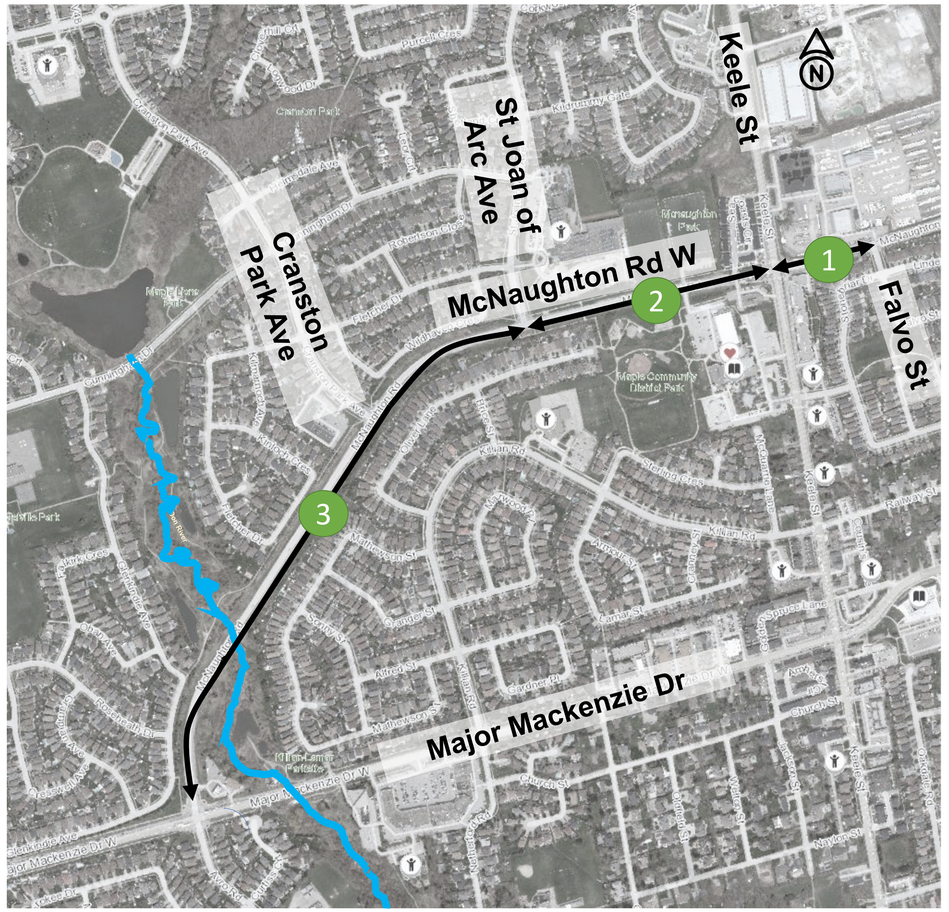
Typical Section Development

Based on the available right-of-way, the McNaughton Road corridor is divided into 3 segments:

1 **Keele Street to Falvo Street**
- Official Plan ROW: 36 m
- Existing ROW: ~23-29 m

2 **St Joan of Arc Avenue to Keele Street**
- Official Plan ROW: 36 m
- Existing ROW: ~40-48 m

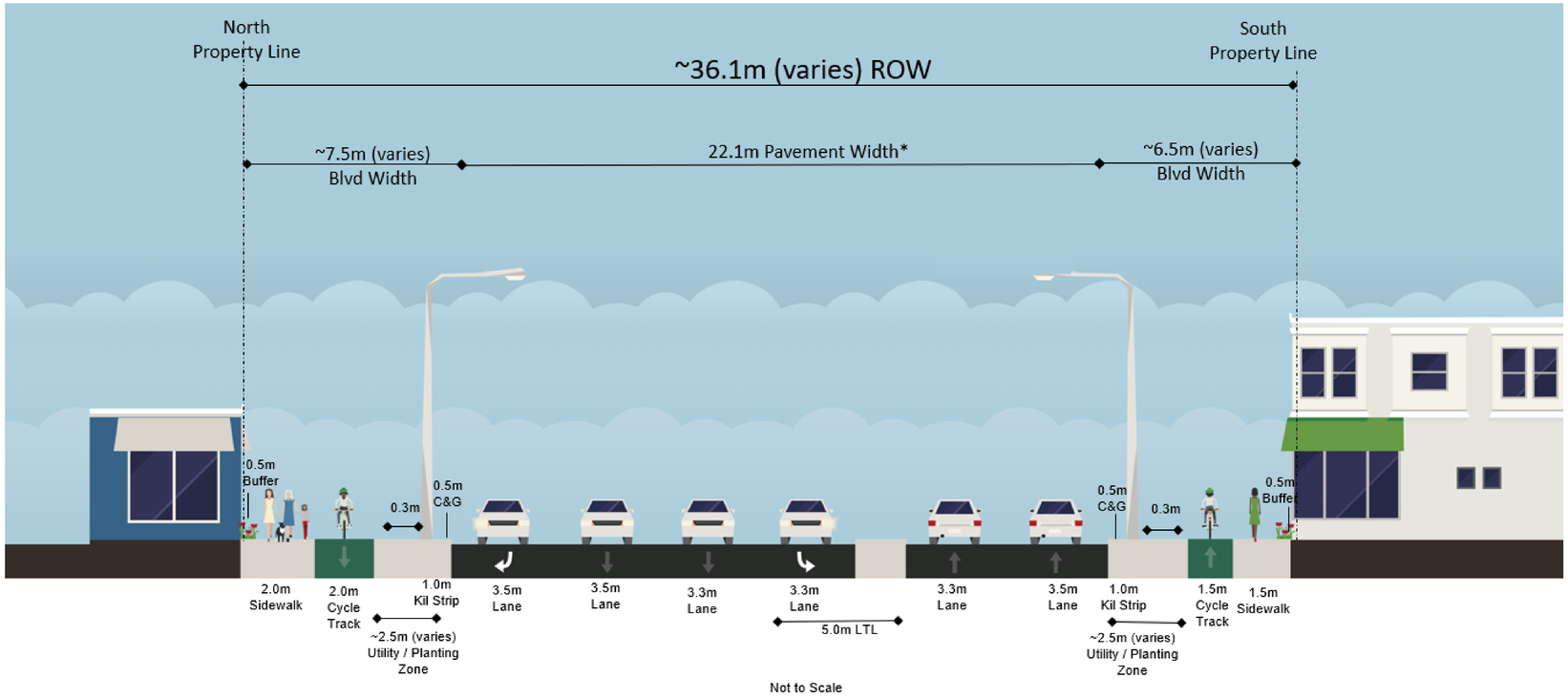
3 **Major Mackenzie Drive to St Joan of Arc Avenue**
- Official Plan ROW: 36 m
- Existing ROW: ~48-55 m



Typical sections are developed for each segment to accommodate McNaughton Road improvements while balancing adverse impacts, including to sensitive natural environmental features (incl. wetlands, vegetation, etc.), utilities, property and maximizing available right-of-way.

Falvo Street to Keele Street

Recommended Cross-section (Intersection)



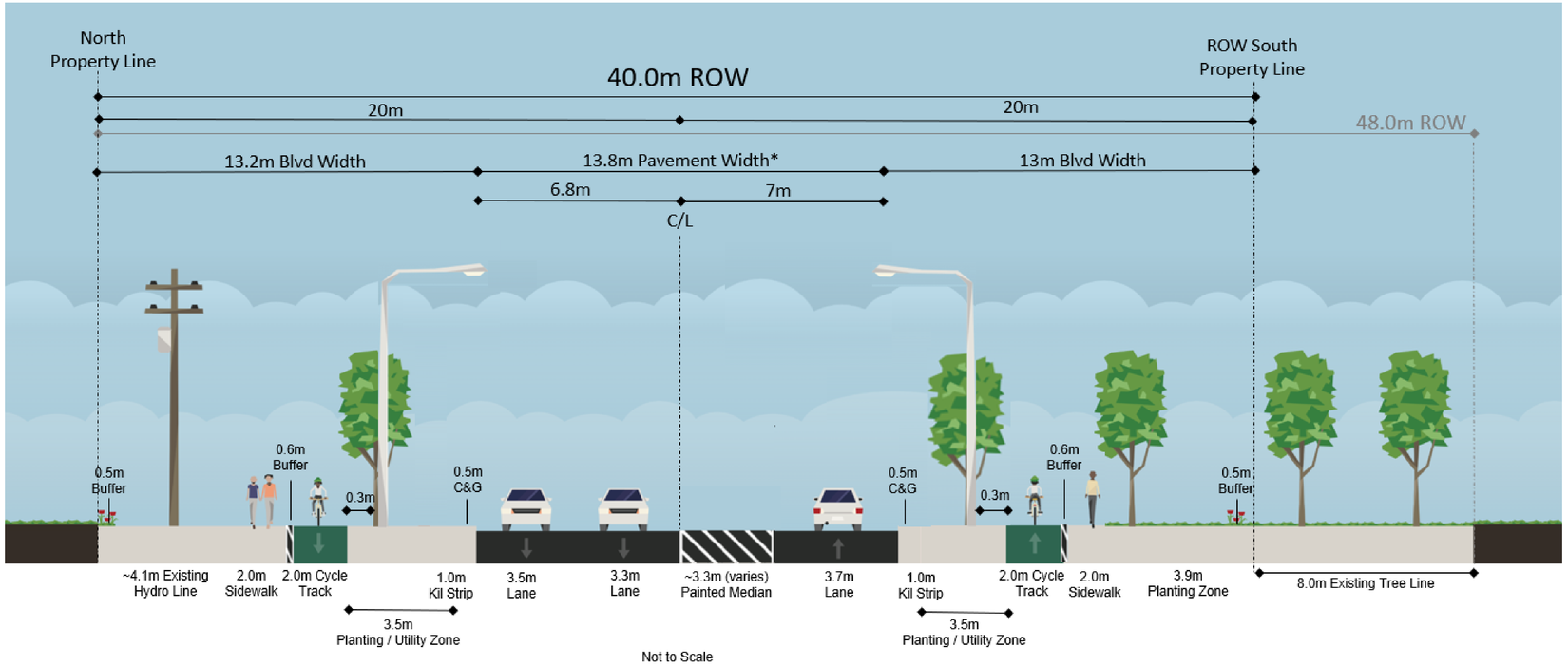
Note: *Pavement width measured to Edge of Pavement

Key Design Considerations

- Constrained section with limited opportunity to acquire additional right-of-way
- Compatible with future development
- Maximizes separation from vehicular traffic, limited opportunities for tree planting within available right-of-way, provides continuous and dedicated AT facilities, and accommodates utilities.

St. Joan of Arc Avenue to Keele Street

Recommended Cross-section (Mid-Block)



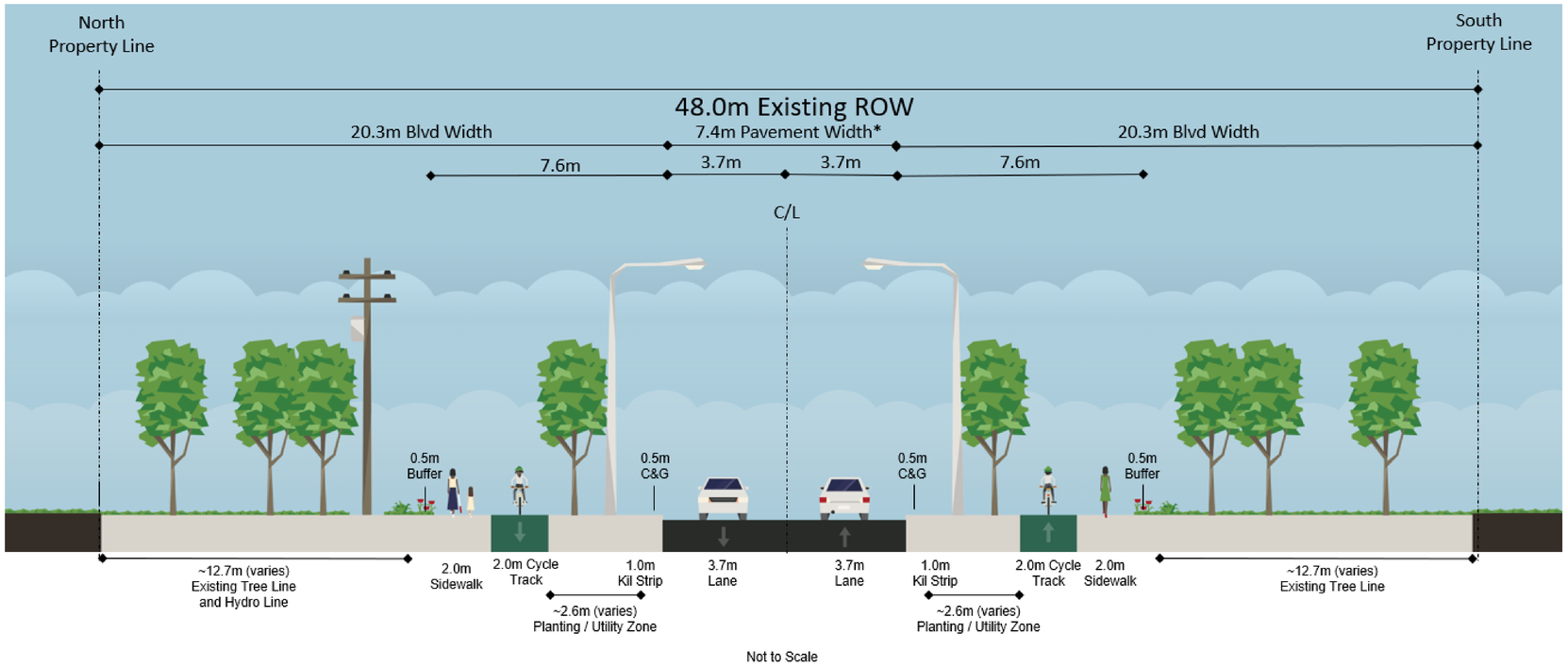
Note: *Pavement width measured to Edge of Pavement

Key Design Considerations

- Existing right-of-way limits, no need for additional property to accommodate additional westbound right lane
- Maintain existing north side hydro-line
- Minimize impacts to existing vegetation

Major Mackenzie Drive to St. Joan of Arc Avenue

Recommended Cross-section (Mid-Block)



Note: 0.6 m buffer between sidewalk and cycle track to be applied where space is available within the ROW
*Pavement width measured to Edge of Pavement

Key Design Considerations

- Existing right-of-way limits, no need for additional property to maintain existing two lanes
- Maintain existing north side hydro-line
- Avoid encroachment to Provincially Significant Wetlands and protective buffer
- Minimize encroachment to wetlands and protective buffers with reduced boulevard
- Minimize impacts to existing vegetation

Recommended Design

See Roll Plan

Schedule and Next Steps

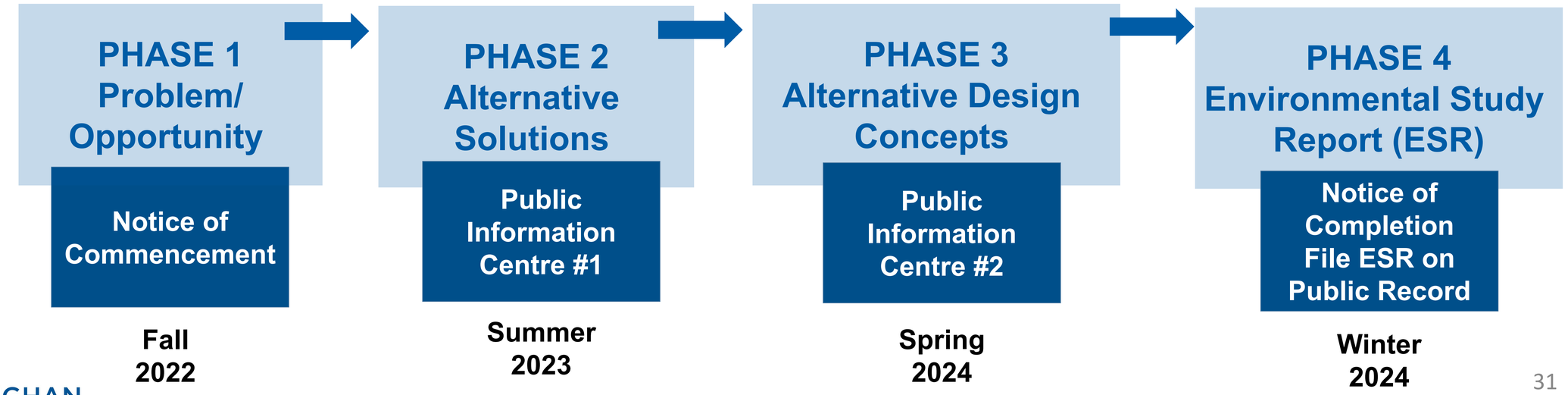
Next Steps

- Review public feedback
- Confirm Preferred Design
- Document the potential impacts of the Preferred Design

If you have further comments:

Please fill out the online feedback form on the Study website or provide your comments via email or phone by May 17, 2024

Project Timeline



How to Stay in Touch

Contact our team to provide comments or ask questions:

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City of Vaughan

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Email: Hilda.Esedebe@vaughan.ca

Check our study website: www.Vaughan.ca/McNaughton

Request to join the Study Mailing List

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Q & A

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Thank You!