

North Maple Community Bridge

CITIZEN'S LIAISON COMMITTEE



Facilitator's Summary

1st Meeting of the Citizen's Liaison Committee
Vellore Village Community Centre
1 Villa Royale Avenue, Woodbridge
March 26, 2009



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Welcome

Facilitator: Let me start by introducing Michael Frieri, who is the Project Manager from the City of Vaughan. Michael is going to provide opening comments.

Michael Frieri: Good evening everyone. On behalf of the City of Vaughan and the Project Consultant Team, AECOM Canada, Ogilvie, Ogilvie & Company, I would like to welcome you here to the first of three Citizen Liaison Committee (CLC) meetings, scheduled for this project, the North Maple Community Bridge Class Environmental Assessment Study. As Robb Ogilvie said, my name is Michael Frieri and I am the Project Manager for the City on this study, and a resident of Vaughan myself. Therefore, therefore, I can appreciate the local setting of Block 33, close by to this area here. I can certainly relate to the importance of being able to provide input and feedback on this type of proposal within your community. The Study Team certainly appreciates you taking the time out of your busy schedules to be here tonight. We hope that all of you in attendance this evening will feel comfortable enough to participate and we encourage you to provide the Team with your input, as this is a very important part of the overall process in the Study. We will be taking all of your

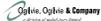
concerns, you questions, your comments into consideration throughout the Study. We hope that the final outcome will be one that is favourable and mutually acceptable to all of you here tonight. With this, I will pass the floor to Robb Ogilvie, who will continue as our public facilitator.

North Maple Community Bridge
CITIZEN'S LIAISON COMMITTEE



Facilitator's Discussion Guide

1st Meeting of the Citizen's Liaison Committee
Vellore Village Community Centre, Woodbridge
March 26, 2009

 Independent Public Facilitator

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Overview

Facilitator: Thank you very much Michael. My name is Robb Ogilvie and I am the Independent Public Facilitator for this project. You would have met Melissa Hirst coming in the door. She is an environmental planner that works with us, that helps me do all the coordination. Holly Huehn is a planner who works with us. She will keyboard the discussion as we go, and she prepares the final summary. You will all get a copy of the summary and that is part of our transparency. One thing I should mention is, we use a microphone system. This provides a recording for Holly, so when she is doing the final summary version, she has something to consult, to make sure that we are accurate on the summary. Then we give the recording back to Music 21 and they are reused; we do not use them for anything else and no one else gets them. The only person is Holly for her memory.

We have a Study Team, I want to introduce them first and then I will go around the room and get everyone to introduce themselves. Michael Frieri just introduced himself. Tony Artuso is also with Michael. Selma Hubjer is the engineering side of the organization. There are three members from the consultants who are doing the actual study. Jose Vernaza is the Project Manager. Blair Shoniker handles the environmental side. Mehemed Delibasic looks after the traffic and the transportation side.

OGILVIE, OGILVIE & COMPANY

| | | |
|---|---|---|
|  <p>My name is Robb Ogilvie and I am the Independent Public Facilitator</p> |  <p>Melissa Hirst is an environmental planner with us who is our Constructive Engagement Co-ordinator</p> |  <p>Holly Huehn is an urban planner with us who will keyboard a live-time summary of the discussions... we record to help Holly</p> |
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 Independent Public Facilitator 2

The Study Team... Who's Who

| | |
|---|--|
|  <p>Michael Frieri, C.E.T Project Manager City of Vaughan</p> |  <p>Jose Vernaza, M.Sc. P. Eng. Consultant Project Manager AECOM</p> |
|  <p>Tony Artuso, C.E.T. Project Lead City of Vaughan</p> |  <p>Blair Shoniker, MA., MCIP, RPP Environmental Planner AECOM</p> |
|  <p>Selma Hubjer, P. Eng. Transportation Engineer City of Vaughan</p> |  <p>Mehemed Delibasic, P. Eng. Project Manager Transportation Planning AECOM</p> |

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Tier 1 Members:

- Nick Fabbricino – Resident
- Margaret Primier – Resident
- Jason Racco – Vaughan Chamber of Commerce Advocacy Committee
- Sue Schuhmacher – Resident
- Diane Rembacz – Resident
- Monica Volpintesta – Resident
- Shahid Matloob – York Region Infrastructure Planning
- Max Petrenko – Resident
- Sergeant Ryan Robinson – York Regional Police
- Jenny Commisso – Resident
- Brian Hall – York Region Emergency Medical Services
- Captain Alex Burbidge – City of Vaughan Fire and Rescue Service (Representing Fire Chief Greg Senay)
- Teresa Santos Gomes – Resident
- Steve Koziel – Resident
- Rob Diprofo – York Region Transit
- Art McDonald – City of Vaughan Recreation and Culture
- Marianne D'Angelo – Resident
- Ann Jakopin-Vlahovic – Resident
- Steve Cescolini – Resident
- Karim Tahir – Ahmadiyya Muslim Community Canada
- Jessica Peake – York Region District School Board

Tier 2 Members:

- Dorothy Silverberg – Resident
- Tony Schirripa – Resident

Facilitator: Thank you for the introductions. The other thing I did not mention, the person standing over there with the camera is Peter Courchesne; he works for us. What he does at sessions like this is take photographs. We put them in the summary, so that part of the summary document that you will get. If any of you would prefer not to have your picture taken, just tell Peter and he will not take it.

Michael Frieri: If I could just recognize one other individual, Andrew Pearce, he is our Director of Development/Transportation Engineering department, the department responsible for heading up this Study.

Facilitator: As the Independent Public Facilitator, my role is to make sure these discussions are fair, transparent, balanced and informed. Fair means everyone will be treated with respect, and their opinions given a fair hearing. Transparent means summaries of these sessions will be published and you will get that within about seven days. Balanced means no one will be allowed to dominate or hog the discussion, what we call air hogs. Sometimes there is one individual who tends to want to keep getting in on every discussion, I have to let them in, but I have to make sure everyone else gets fair time. Informed means that the process will be based on the facts. And if at any time you think I am not honouring those, tell me and we will talk about it and if I am at fault, I will correct my behaviour or that situation.

I would appreciate everyone
introducing themselves

Who you are and your organization...no
speeches please...time later



The construction engagement program for this Environmental Assessment (EA) really focuses around two things: this Citizen Liaison Committee (CLC) and a series of Public Information Forums (PIFs) that we will be holding. The first one will be on April 16, 2009. It will be a follow-up based on the discussions we have tonight and the additional work that the consultants will do based on your feedback tonight, that we go forward to the 16th.

The other thing I should mention is information related to the Project is going to be available on www.northmaplebridge.ca as a website. Copies of our summaries will also be put on there. You will copies either by email, or if you do not have an email, we will send you it to you by Canada Post. I just wanted to draw your attention to the website as a source of information as we go through the project.

The Independent Public Facilitator



My role is to make sure the discussions are fair, transparent, balanced and informed.

- **Fair** means everyone will be treated with respect, their opinions given a fair hearing.
- **Transparent** means summaries of these sessions will be published.
- **Balanced** means no one will be allowed to dominate or hog the discussion.
- **Informed** means the process will be based on "facts".

www.northmaplebridge.ca

All the information related to the study will be made available in a timely fashion on the dedicated webspace for the project... www.northmaplebridge.ca.



Our constructive engagement program for this EA



The study will be undertaken in a manner that involves and engages the residents at each stage of the study so that they are consulted in a meaningful manner:

A Citizen's Liaison Committee (CLC) consisting of a cross-section of residents, representatives of essential services in the neighborhoods and other stakeholder groups.

A series of Public Information Forums (PIFs) in which the Study Team will present their findings and engage the public in discussions of these findings, proposals and general approaches. The first PIF will be held on April 16, 2009.

Facilitated by an **Independent Public Facilitator** to ensure that the process is open, transparent, fair and informed.

Because of the high community interest in this, we have actually created a 2-tier committee. We have additional people who said I would like to come to the session, so that is why we put a table at the back in addition, because we do not want to turn anyone away, but we only have so many seats we can have on a committee per se, so that is why we have used a two-tier. The conversations and discussions will centre at this table, but at the end of the session, I will provide a short period of time for people at the back, if they have questions or comments to make, so they are not excluded, but they are privy to the discussions.

Because of the high community interest, created a 2 Tier Committee



1. Our target was a committee of 25 members
2. When it looked like more than 25 people wanted to be on the committee, we created 2 tiers
3. Tier 1 are the actual members of the Committee.
4. Tier 2 are additional people from the community who want to hear and watch the discussions. Although these people are not formal members of the committee, the independent public facilitator will give them a chance at the end of each meeting to ask questions or make their comments.

Purpose of the 1st Meeting

PHASE 1: Defining the Problem – Problem and Opportunity

Presentation and review of the transportation/travel demand study, the problem statement and potential opportunities, issues and concerns that need to be addressed in the EA.

PHASE 2: Identification and Evaluation of Alternative Solutions

Presentation and review of the list of alternatives.

The Study Team is still evaluating the alternatives and they are seeking your feedback on the alternatives.

Project Binders sent to all members



- ▶ The "Members Binders" include the preliminary information provided by the Study Team.
- ▶ Handouts will be 3-hole punched so you can insert them in your binders.
- ▶ If you have suggestions for other documents that you think members should have, just let Melissa know and we will make copies and distribute to everyone.

All of you would have received project binders and we use those to keep you up-to-date. We tried to be judicious; we started with a 6-inch binder and felt that might be too much, so we reduced it.

Purpose of the first meeting, tonight the consultants are going to present their study and findings, so far, in terms of definition of the problem and they are also going to talk about a preliminary identification of alternatives. They have not completed the evaluation of the alternatives and tonight they are going to be asking for input from you on criteria to use. But by the time we get to the 16th of April, they will be presenting a preferred or recommended alternative on April 16.

So, tonight, we are just going up to the point of the alternatives and the criteria and talking to you about those, did we miss anything, any pieces that should be considered.

It is a fairly straightforward agenda. Once I finish this, I am going to ask Blair and Mehemed to do a presentation of their slides and then we will have a roundtable discussion in terms of questions, comments, observations, critiques, anything you wish to say. Then we will do a wrap-up and we will have you out of here by 9:00. We thank you for coming.

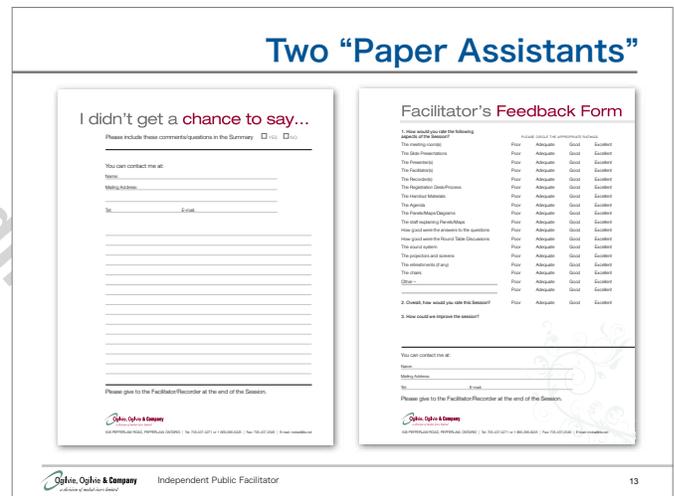
Agenda



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| 6:00 p.m. | Light Supper, Meet and Greet | |
| 6:30 p.m. | Welcome | City of Vaughan |
| 6:45 p.m. | Overview | Robb Ogilvie – Independent Public Facilitator |
| 7:00 p.m. | Session 1 | Study Findings to Date |
| 7:45 p.m. | Session 2 | Q&A – Facilitated Roundtable Discussion |
| 8:30 p.m. | Session 3 | Next Steps – April 16 Public Information Forum |
| 8:50 p.m. | Wrap-up | Robb Ogilvie |
| 9:00 p.m. | Adjourn | |

I have a couple of ground rules that I am going to ask your permission to use for how we hold these discussions. The first one is, Views and Opinions – everyone is encouraged to express their personal views and the perspectives of the organization they represent. So, for the Captain, you may say, look my personal opinion is this, but I know our department's perspective is to have the following, as long as you tell us which hat you are wearing, that is helpful for us. I also want everyone to feel free to express their ideas without fear of being misquoted outside the meeting. None of us are afraid to be quoted; it is when we are misquoted that it is harmful. I would just ask people, if you are going to quote someone outside, please be accurate. When Enough is Enough – this is a facilitator's ground rule. You know how some people rag the puck, they will mention an issue once and then about 10 minutes later, they will mention it again. And then about 15 minutes later it will come up a third time, the same issue. What I need is your permission, I will let them do it twice, when they go for the third time, I want your permission to say we already got it, Holly has recorded it, can I move on, so that is why I say, when enough is enough, two times on the same issue. A Climate of Respect – I ask all of you to respect the opinions, positions and legitimacy of each other's roles and responsibilities. It does not mean you have to agree with each other, you simply respect the right of the other person to hold the view they do, until you can convince them otherwise, if ever. We need that respect

for different opinions. The other thing that is really important is that when we are critiquing something, we should critique the idea, not the individual; it is not the personal attacks on the individual. A Climate of Openness – all of you must feel free to, and be accorded the right to openly express your concerns, feelings or ideas on the subject matter. All participants should treat each other as equals; there is no rank or position in this room. I will treat everyone equally. (There were no objections to the ground rules.)



I would like your permission to use these Discussion Ground Rules

- ▶ Views and Opinions – Participants are encouraged to express their personal views and the perspectives of the organizations they represent.
- ▶ People must feel free to express their ideas without fear of being misquoted outside of the workshop.
- ▶ When Enough Discussion is Enough – Once an issue or problem has been dealt with, the issue is closed and should not be reintroduced at subsequent times unless new information is tabled that makes a compelling case for the issue to be re-visited.
- ▶ Dissatisfaction with the conclusions is not reason enough to revisit the issue.
- ▶ A Climate of Respect – All participants must agree to respect the opinions, positions and legitimacy of each other's roles and responsibilities. This does not mean they have to agree with each other, simply respect each other's rights to be there and to hold different opinions.
- ▶ The approach should be one of critiquing ideas, not individuals.
- ▶ Climate of Openness – All participants must feel free to and be accorded the right to openly express and examine personal concerns, feelings, ideas or beliefs on the subject matter.
- ▶ Equality – All participants should treat each other as equals, regardless of "Rank" or position in their respective organizations.

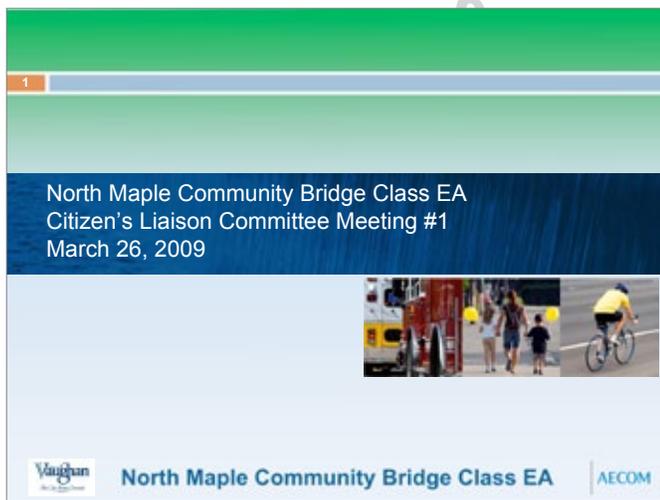
Ogilvie, Ogilvie & Company
Independent Public Facilitator
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We have two paper assistants. One is called "I didn't get a chance to say...". Sometimes the conversation is going and buzzing and you do not want to interrupt it, but you have something you want to say, whatever you put on that form and give to Holly, Melissa or myself tonight, we will include in the summary. It is as if you said it in the session. Please use that form as an additional way of getting information and opinions on the table. And the second form is a feedback form, in terms of how we can improve doing this. We have two more of these meetings, so if you have advice for us, let us know.

We are going to move onto the presentation by Blair and Mehemed. I would ask you to hold your questions or make a note of them until they get all the way through their slides and then we will come back to the slides that you want to talk about.

Session 1: Study Findings to Date

Blair Shoniker: Thank you everyone for coming out tonight, we appreciate it. What I would like to do is run through the Environmental Assessment (EA) process that we are following. I would like to just give a brief background on the Project and then Mehemed will talk about some of the existing traffic conditions within the area. I will talk a little bit about the land use, existing conditions, and then we will move into the alternative solutions phase of the Class EA process.

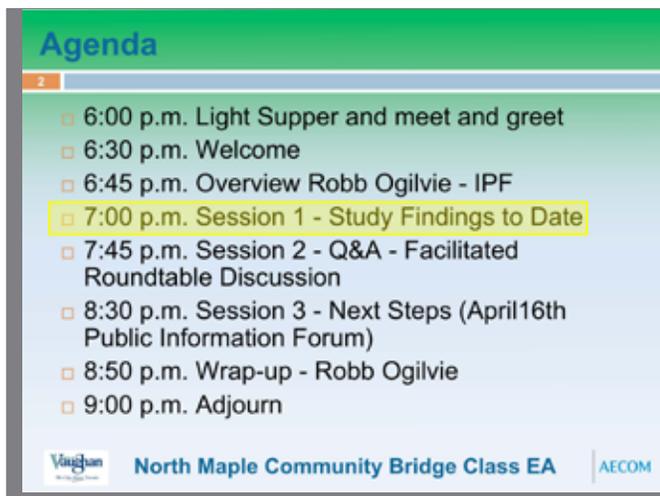


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North Maple Community Bridge Class EA
Citizen's Liaison Committee Meeting #1
March 26, 2009



Vaughan North Maple Community Bridge Class EA AECOM



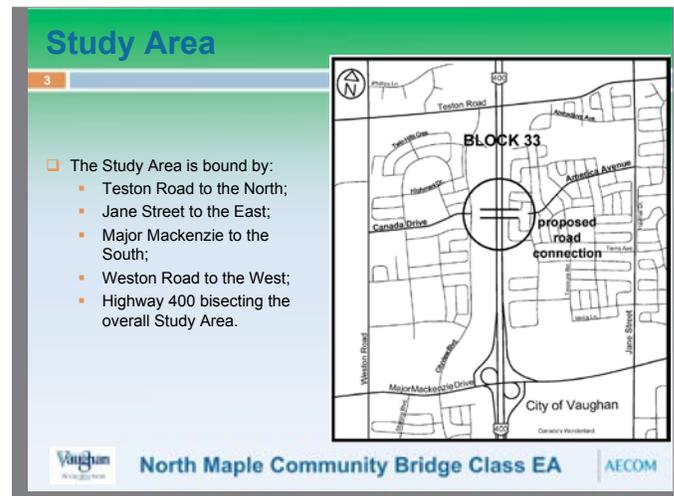
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Agenda

- 6:00 p.m. Light Supper and meet and greet
- 6:30 p.m. Welcome
- 6:45 p.m. Overview Robb Ogilvie - IPF
- 7:00 p.m. Session 1 - Study Findings to Date**
- 7:45 p.m. Session 2 - Q&A - Facilitated Roundtable Discussion
- 8:30 p.m. Session 3 - Next Steps (April 16th Public Information Forum)
- 8:50 p.m. Wrap-up - Robb Ogilvie
- 9:00 p.m. Adjourn

Vaughan North Maple Community Bridge Class EA AECOM

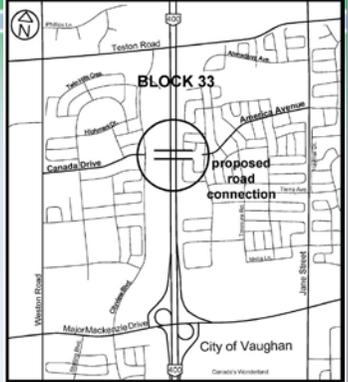
Many of you might recognize the Study Area map here from the notices and the Notice of Commencement that we sent out to everyone. Just to recap, our Study Area is bound by the major arterials of Teston Road, Jane Street, Major Mackenzie Drive and Weston Road and of course, we have Highway 400 bisecting the whole



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Study Area

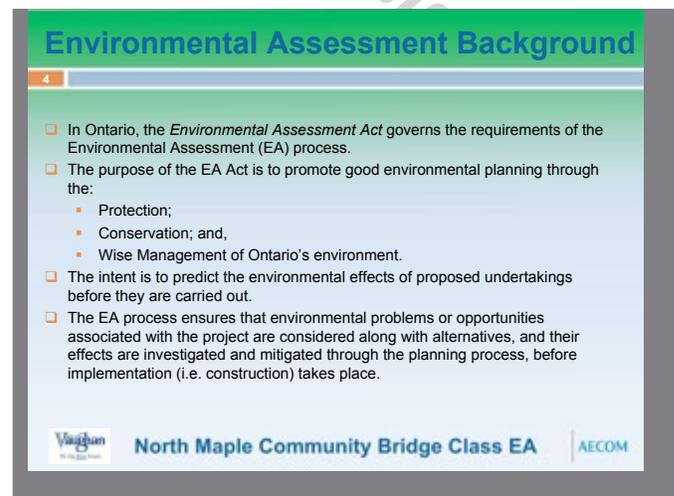
- The Study Area is bound by:
 - Teston Road to the North;
 - Jane Street to the East;
 - Major Mackenzie to the South;
 - Weston Road to the West;
 - Highway 400 bisecting the overall Study Area.



Vaughan North Maple Community Bridge Class EA AECOM

Study Area. The Study Area is commonly referred to as Block 33 within this area. We use that terminology throughout the evening.

I want to give a brief background on the EA process. In Ontario, we have the Environmental Assessment Act (EAA), which governs the requirements of the EA process. The intent and the purpose of the EAA is to provide good environmental planning through the protection, conservation and wise management of Ontario's environment. The intent of an EA is to be able to predict what the environmental effects of a proposed undertaking will be prior to it being carried out. Some unique features of the EA process relate to defining what are the environmental problems or opportunities, determining what the alternatives to the



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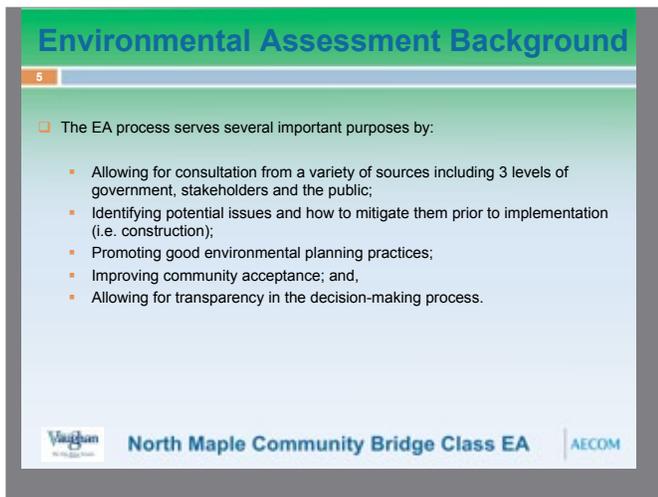
Environmental Assessment Background

- In Ontario, the *Environmental Assessment Act* governs the requirements of the Environmental Assessment (EA) process.
- The purpose of the EA Act is to promote good environmental planning through the:
 - Protection;
 - Conservation; and,
 - Wise Management of Ontario's environment.
- The intent is to predict the environmental effects of proposed undertakings before they are carried out.
- The EA process ensures that environmental problems or opportunities associated with the project are considered along with alternatives, and their effects are investigated and mitigated through the planning process, before implementation (i.e. construction) takes place.

Vaughan North Maple Community Bridge Class EA AECOM

problems and opportunities are, and outlining what the effects are prior to the implementation, and in this case, construction, before that takes place.

The EA process also serves several key and important purposes. One is for allowing consultation, like we are doing tonight from a variety of sources. This includes all 3 levels of government (federal, provincial and regional/municipal). It also affords consultation with stakeholders and the general public as well. The EA process also allows for identifying potential issues and how to mitigate them prior to a project's implementation. It relies on promoting good environmental planning practices. It attempts to improve community acceptance and allows for transparency in the decision making process. By involving everyone through the consultation, it allows for a more transparent process by your involvement.



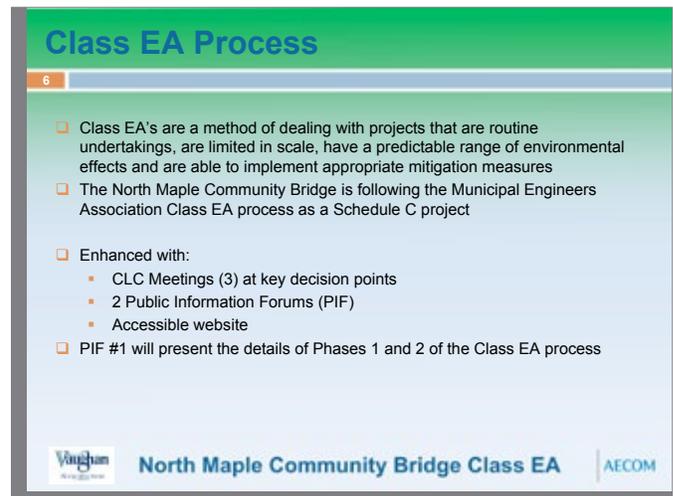
Environmental Assessment Background

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- The EA process serves several important purposes by:
 - Allowing for consultation from a variety of sources including 3 levels of government, stakeholders and the public;
 - Identifying potential issues and how to mitigate them prior to implementation (i.e. construction);
 - Promoting good environmental planning practices;
 - Improving community acceptance; and,
 - Allowing for transparency in the decision-making process.

Vaughan North Maple Community Bridge Class EA AECOM

There are different types of EAs. Some of you may be familiar with the Western Vaughan Transportation Improvements Individual EA. An Individual EA is an assessment that is on a much grander scale, so a much larger undertaking and potential for much larger effects. A Class EA, which we are following, is a method of dealing with projects that are more of a routine undertaking. They are quite limited in scale, so smaller. They have a predictable range of environmental effects,



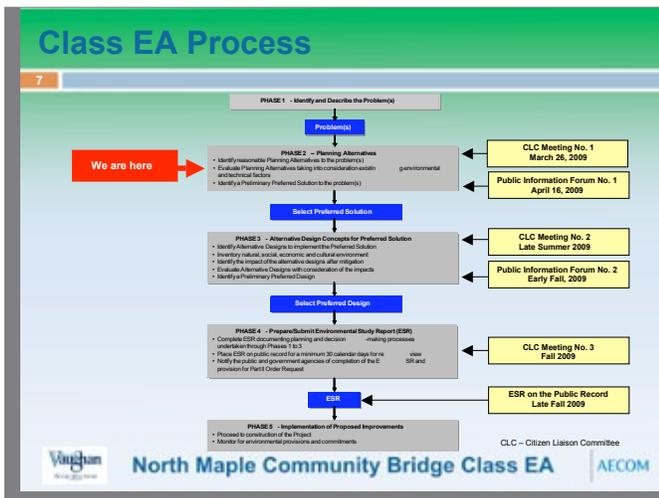
Class EA Process

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- Class EA's are a method of dealing with projects that are routine undertakings, are limited in scale, have a predictable range of environmental effects and are able to implement appropriate mitigation measures
- The North Maple Community Bridge is following the Municipal Engineers Association Class EA process as a Schedule C project
- Enhanced with:
 - CLC Meetings (3) at key decision points
 - 2 Public Information Forums (PIF)
 - Accessible website
- PIF #1 will present the details of Phases 1 and 2 of the Class EA process

Vaughan North Maple Community Bridge Class EA AECOM

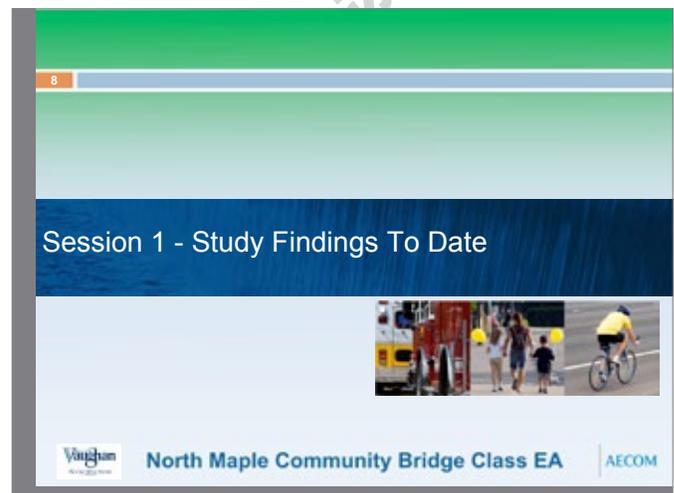
and those effects are generally smaller than what would be undertaken under an Individual. You have the ability to implement mitigation measure to offset some of those potential environmental effects. Again, as I mentioned, the North Maple Community Bridge is following the Municipal Engineers Association Class EA. We are following what is a Schedule C project. I will get into the designations of a Schedule A, B or C, as we move through the process. I just want to point out as well that under the Class EA process for a Schedule C, there are 2 mandatory points of public contact, as well as a Notice of Completion and posting environmental reports on public display. We will undertake 2 Public Information Forums (PIFs). But we have tried to enhance the consultation with this CLC. We are going to have 3 consultation touch points with this group and we are hoping that we can get more feedback from this group, as well as the general public through the CLC meetings that we are holding. As Robb mentioned as well, we also have a website that is accessible to everyone. We will update the website as the project progresses. At major milestones we will post reports and documents, and so anyone will be able to view that information and download it at their leisure. Similar to what we are presenting tonight at the CLC, at the first PIF, we are going to present the details of Phases 1 and 2 of the Class EA process.



I just wanted to describe what those 2 phases are and what we will be doing at future meetings. The first phase of the Class EA process is to define the problem and opportunity. Typically, a municipality will be looking at implementing a project to solve either a problem or enhance an opportunity that they have within their community. We will work through the problem and opportunity later on. Once you have defined your problem or opportunity, we move into the alternative solutions. These are the alternative solutions to address what your problem or opportunity are. Within Phase 2 as well, we look at the existing environmental conditions within the area. We develop a range of reasonable alternatives to meet that problem and opportunity statement. We evaluate that, based on a comparative evaluation, and then we recommend a preferred solution to be carried forward to Phase 3. Before the end of Phase 3, just to mention, this is a “where we are at” placeholder, so we have our CLC tonight and we will have our first PIF on April 16th, as we mentioned. We would encourage everyone who is here tonight to come out to that PIF as well, because at that first PIF, we will be presenting the recommended solution to be carried forward to Phase 3. On the rest of the phases, Phase 3 is the alternative design concepts for the preferred solution. Once we have selected the preferred solution,

we will come up with a range of alternative design concepts for implementing that preferred solution. We will evaluate those again; similar to Phase 2, and then we will recommend a preferred design. Again, we will be holding a CLC for Phase 3. And then for the results of Phase 3, we will have those available at the second PIF. We are anticipating that those are going to take place in late summer and early fall of this year. Phase 4 really revolves around documenting the EA process and the results from our evaluation. A mandatory point of Phase 4 is also placing the Environmental Study Report (ESR) on the public record for a minimum of 30 calendar days. We anticipate that this will take place in late fall. But before we do that, we are going to hold our last CLC with the members here and we will be taking the documentation and the results to this group first to have a look and comment and provide input and consultation on that, prior to it going to the public record. If there are no outstanding concerns after it has been on public display for 30 days, then the City of Vaughan is free to move to Phase 5, which is moving on to the detailed design and construction and implementation of the project. So, that is just a background on the Class EA process.

Now I want to provide just a bit of a background on the project itself. In terms of a crossing of Highway 400, this has been established through a variety of planning



Study Background

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- The need for a primary crossing of Highway 400 has been established 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
 - 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

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Study Background – OPA 400

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- The main objective of the City-wide Transportation Study was to:
 - *“Develop a city-wide transportation strategy based on an integrated and comprehensive approach to land use and transportation planning which is tailored to the needs of existing development form, anticipates future patterns of development and encourages transit use.”*

Vaughan
North Maple Community Bridge Class EA | AECOM

policies and studies dating back to the mid 1990s. It starts with Official Plan Amendment (OPA) No. 400.

In OPA 400, this was approved in 1995 and the intent of the OPA was to define secondary plan policies and land use designations for three areas within the City of Vaughan, one of which was Urban Village No. 1, which is also known as Block 33 and as our Study Area. This OPA was supported by an overall citywide transportation study, and it provided the need for mid-block connections over Highway 400. In this case, this is including what is now known as American Avenue and Canada Drive. This was put in place to ensure that a porous transportation network was established within the new development areas throughout the city.

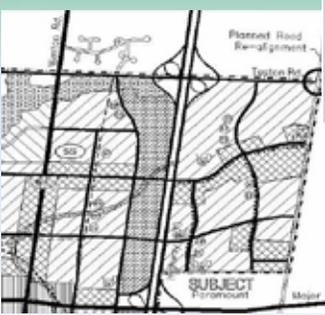
One of the main objectives of OPA 400, the Transportation Study, was to develop a citywide strategy, but there are 3 key points here at the end of the statement. And that relates to the needs of existing development, anticipating future patterns of development and encouraging transit use. The reason I point this out is because these are some of the common themes that you will see throughout the progression of the planning policies and studies as we move forward from OPA 400 to OPA 600.

OPA 400 was implemented through a block plan. This figure represents Block 33 East. This was developed first with a Planning Basis report that determined that the northerly connection over Highway 400 was

Study Background – OPA 400

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- OPA 400 was approved in 1995, which defined Secondary Plan Policies and Land Use designations for three areas, one of which was Urban Village No. 1 (Block 33 lands)
- This was supported by an overall City-wide transportation study, which provided the need for mid-block connections over Highway 400 (including America Avenue) to ensure that a porous transportation network was established within the new development areas throughout the City.



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Study Background – OPA 400

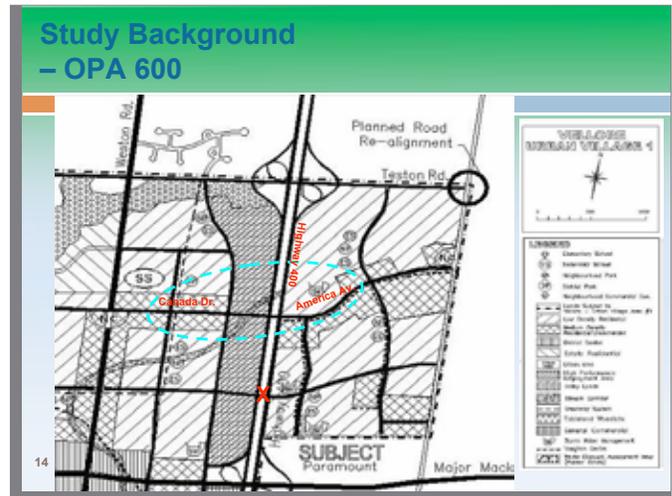
- Implementation of OPA 400 has proceeded through approvals of Block Plans and Draft Plans of Subdivision
- Block 33 East was developed first, with the Planning Basis report determining that the northerly connection over Highway 400 was most appropriate
- *“The basis for this approach is that as the designated transit route, its connection to Block 33 (West) will integrate into the overall planned transit system and that this linkage, together with the remainder of the transit system proposed can accommodate the development planned for Block 33 (East)” (Section 2.3.3.1 (1))*



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most appropriate. The rationale for this was that the designated transit route within this area was to connect with Block 33 West and to integrate it into the overall planned transit system. It would allow this linkage with the remainder of the transit system that was proposed to accommodate the development that was planned for Block 33 East.

OPA 600 was the next step in the levels of policy. OPA 600 was originally approved in 2001 by York Region. It was appealed and it went to the Ontario Municipal Board (OMB), so it was put into force in 2003 when the OMB approved it. What OPA 600 did was essentially review all of the policies that were in OPA 400 and test them for their previous effectiveness. One of the main findings was that the transportation system policies that were in OPA 400 were in need of some refinement in order to address some of the potential shortcomings due to some modifications that were made during plan approvals since OPA 400's inception in 1995. The Secondary Plan provides a comprehensive system of primary roads. This comment comes from the Transportation Study that was done, and again, we have some of the common themes, as I mentioned before, which are talking about travel distance and time, promoting efficiency, and looking at efficient transit operations.



This just provides the background to OPA 600. We can see that the overpass of Canada Drive and America Avenue is evident in the supporting schedules.

Further relevant policies within the OPA 600 relate, again, to those common themes that we have been talking about, which are efficiently address the needs of Vaughan residents and facilitate goods, pedestrian and bicycle movements. Again, we have the common theme of future transit and roadway improvements, by reserving rights-of-way, which OPA 400 and 600 did. And also talking about the primary roads and collector roads that are intended to afford the organization for the local street system in residential areas and provide the main connecting points to the regional arterial

Study Background – OPA 600

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- OPA 600 acted as a review of the effectiveness of OPA 400
- The designations and policies of OPA 600 are a refinement of OPA 400 and are based on the findings of the OPA 400 review process undertaken by the City as required under the Planning Act's review of Local Official Plans on a 5 year basis
- The OPA 600 review was undertaken and it was determined that the OPA 400 policies relating to transportation and the transportation system were in need of some refinement in order to address potential shortcomings due to modifications made through plan approvals since 1995
- "The Secondary Plan provides a comprehensive system of primary roads connecting key origins and destinations within the proposed communities, between communities and adjacent municipalities...The continuous street grid minimizes travel distance and time, promotes movement efficiency, provides alternative route options and is very efficient for transit operations" (Section 8, pg. 26)

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Study Background – OPA 600

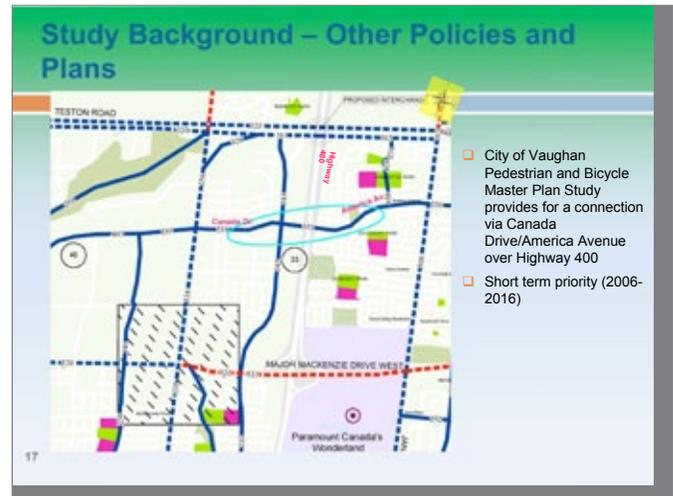
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- Further relevant policies under OPA 600 include:
 - "The City shall encourage and facilitate development of a transportation network to efficiently address the needs of Vaughan residents and the traveling public, and facilitate goods, pedestrian and bicycle movements." (Section 1.11)
 - "To ensure the completion of future transit and roadway improvements by reserving rights-of-way and ensuring that land use and transportation planning reflect the anticipated ultimate configuration of the transportation network." (Section 2.10(vii))
 - "Primary roads and collector roads are intended to afford organization for the local street system within residential areas and provide the main connecting points to the arterial system. They are designed to be continuous and are expected to carry moderate traffic volumes." (Section 8.2.4, (a))

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system. These are designed to be continuous and an important point to note is that the primary and collector roads are expected to carry moderate traffic volumes.

In terms of the upper tier municipality policies, in this case, York Region, they also encourage mid-block connections. It is important to note here that not only does York Region talk about east-west mid-block connections, but they also talk about north-south. So, in the case of Block 33 West, we can see this with the street Cityview Boulevard, which is a north-south primary mid-block connection there. Again, within York Region's Transportation Master Plan, we see some additional information on the need for mid-block connector roadways that are capable of providing another common theme again, transit service. It also talks about initiatives in order to expand the number of mid-block freeway crossings within York Region.



connections throughout the City, it is up on the side over here.

That brings us to Phase 1, or defining the problem/opportunity. With that background and reviewing the numerous planning and transportation studies that have been undertaken by both the City of Vaughan and York Region, there is an established need for a primary road connection over Highway 400 within Block 33. This road connection is a key component of the Block 33 multi-modal transportation system, which includes: personal vehicles, cyclists, pedestrians, transit, it provides for community connectivity, it allows for accessibility for emergency services, and it also allows for connectivity with other public services.

Study Background – York Region Policies

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York Region also provides direction and policy in regards to mid-block connections:

- "It is the policy of the Region of York Official Plan:
 - To encourage all local municipalities to ensure that continuous mid-concession block collector roads are implemented east-west and north-south in all new urban developments." (Section 6.1.15)
- The need for mid-block connections is identified in the York Region Transportation Master Plan (2002):
 - "The area municipalities may be required to modify their Official Plan policies to...recognize the need for mid-block collector roadways capable of providing transit service." (Section 3.4.2)
 - "Undertake future studies to...review, designate and protect rights-of-way for potential mid-block collectors across freeways." (Section 3.4.7)
 - "Five initiatives are proposed with respect to planning for efficient goods movement....(one of which is) expanding the number of mid-block freeway crossings." (Section 4.4)

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Further policies that support the rationale relate to the City of Vaughan's Pedestrian and Bicycle Master Plan document. This shows a connection via Canada Drive and America Avenue over Highway 400. This is a local road designation and it is a short-term priority in the Pedestrian and Bicycle Master Plan from 2006 to 2016. We have provided an overall poster of the overall pedestrian and bicycle network. After the presentation, if you would like to go over and view some of the wider

Phase 1 – Define the Problem/ Opportunity

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- Numerous planning documents and studies (i.e. OPA No. 400/600, 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

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The continue development through the City of Vaughan and York Region will constrain the existing Block 33 transportation network. So, the City of Vaughan is attempting to proactively proceed with the need to implement the goals and objectives of both OPA 400 and 600, that we spoke about, and on the recommendations that have been listed with the Transportation Master Plans and studies. Currently, residents within this area need to utilize major arterial roads to move from one side of Highway 400 to the other, so Jane Street, Teston Road, Major Mackenzie Drive or Weston Road. This results in poor transportation efficiency and connectivity for the area.

Phase 1 – 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.

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We determined that there were a number of opportunities for the City of Vaughan, one of which being to improve the multi-modal connectivity, and again, multi-modal we mean transit, cycling and pedestrians, providing the connectivity for the two communities on either side of Highway 400, while still retaining that local character and pace. There is also an opportunity to provide residents with better access to the amenities that are on both sides, so schools, parks, recreational facilities, and emergency and other public services will be able to utilize this as well. It would also provide for more sustainable modes of travel, as I mentioned before, cycling, pedestrian and transit as the current configuration for Block 33 negates this. And it would also allow the City of Vaughan to complete the

Phase 1 – Define the Problem/ Opportunity

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- An opportunity exists to:
 - Improve the multi-modal connectivity of the two communities on either side of Hwy 400 (Block 33 East and West), while still retaining the local character and pace;
 - Provide residents with better access to amenities (schools, parks, recreational facilities, emergency and other public services, etc.);
 - Provide for more sustainable modes of travel (i.e. cycling, pedestrian, transit) as the current configuration of Block 33 negates this; and,
 - Complete the planned road network for the community.

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planned road network for their community based on the official plan policies.

We developed a problem/opportunity statement for this particular project. Our problem/opportunity statement states: The Block 33 transportation network, in its current configuration:

- Will not adequately accommodate the projected local traffic within and traveling between the communities of the Study Area; and
- Is not in keeping with the City's approved Official Plan objectives related to community connectivity and the provision of efficient transit service.

Therefore, the opportunity exists to address these operational problems within Block 33, and to promote sustainable multi-modal transportation options

Phase 1 – Problem/ Opportunity Statement

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Problem/ Opportunity Statement:

"The Block 33 transportation network, in its current configuration:

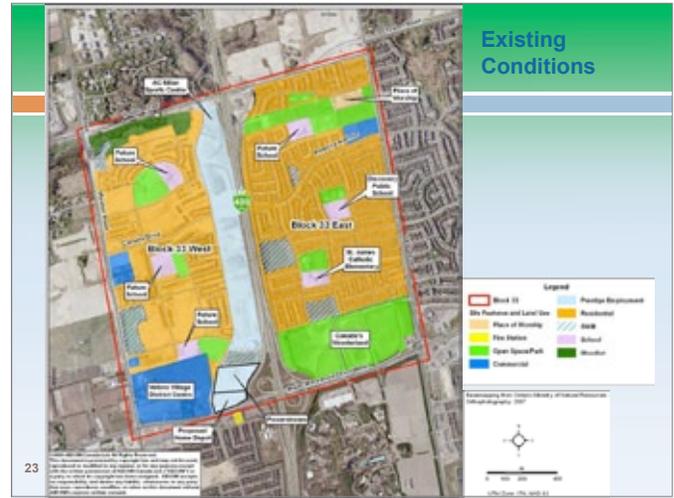
- *Will not adequately accommodate the projected local traffic within and traveling between the communities of the Study Area; and*
- *Is not in keeping with the City's approved Official Plan objectives related to community connectivity and the provision of efficient transit service.*

Therefore, the opportunity exists to address these operational problems within Block 33, and to promote sustainable multi-modal transportation options (including cycling/ pedestrian traffic and transit service) to travel within and around Block 33."

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(including cycling/pedestrian traffic and transit service) to travel within and around Block 33.

Now that we have defined our problem/opportunity, we like to move on to Phase 2, which is, as I mentioned, the alternative solutions to the problem/opportunity statement. We have defined some of the Study Area existing conditions. We relied on a series of previous studies, as I have gone through some of those already in relation to the City of Vaughan's Official Plan, OPA 400 and 600, the associated transportation studies that go with those. We also have Block development plans that we have reviewed. We have also looked at the planned and approved development applications within the Study Area.



Phase 2 – Study Area Existing Conditions

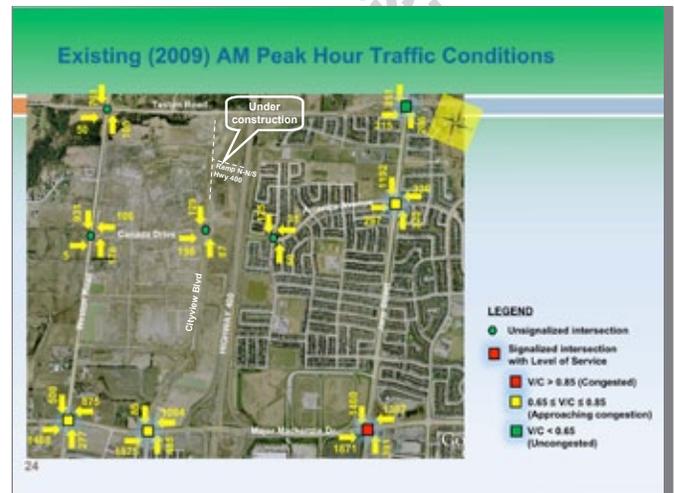
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- A number of documents were reviewed in determining the Study Area's existing environmental conditions:
 - Traffic studies/counts
 - York Region Transportation Master Plan
 - Vaughan Pedestrian and Bicycle Master Plan
 - Vaughan Vision 2020 Strategic 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

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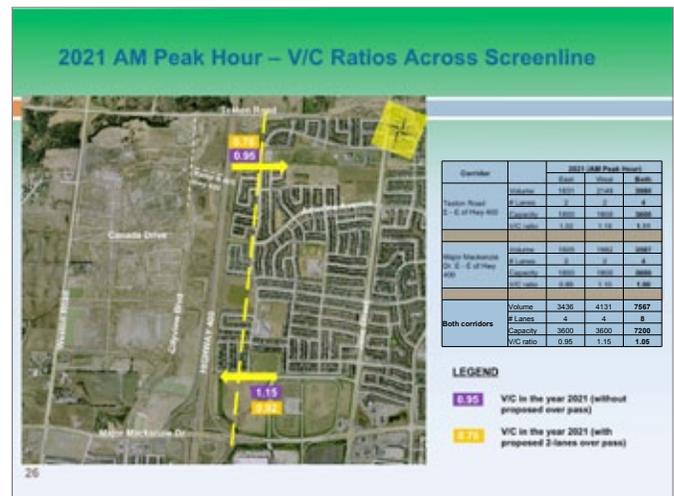
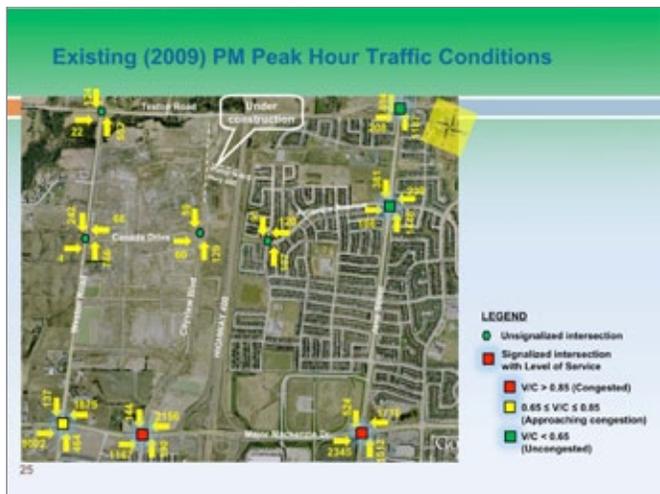
Mehemed Delibasic: We started from the existing traffic conditions for the major intersections in our Study Area, Teston Road, Jane Street, Major Mackenzie Drive and Weston Road, including Canada Drive and America Avenue. As you all know, the west area is still under development, and the east part is mostly developed. In terms of the existing conditions, the boxes show the signalized intersections. We have 4 major signalized intersections in the Study Area. Right now for existing conditions, there are stop controlled intersections, which include Canada Drive and Weston Road; Canada Drive and Cityview Boulevard; and America Avenue and John Deisman Boulevard. American Avenue and Jane Street is signalized. The

This just gives a high-level look at some of the existing conditions and the land uses within Block 33. We have mainly residential within the area. We have a variety of schools and parks, and a prestige employment area and a variety of recreational facilities as well. I will get into some of the land use characteristics right after Mehemed talks a little bit about the existing traffic within the Study Area.



volume-to-capacity (V/C) is volume over capacity, which means basically, volume is traffic volume on a road or intersection, over capacity, which is what one intersection or one road can take that is not over capacity. In the industry, we recognize how we analyze those intersections, which is what we are showing here, those colours. If V/C is below 0.65, based on our analysis, we recognize that as an uncongested intersection. If it is between 0.65 to 0.85, it is basically approaching congestion. If V/C is over 0.85, we consider that as a congested intersection. We collected all of the existing information for the major intersections and analyzed that information. Those traffic volumes are basically what is approaching the intersection from each direction. For the existing condition, we analyze the peak hour for the AM and the PM. In the AM, the existing condition as you can see, there is already a problem with the congestion at Major Mackenzie Drive and Jane Street. It is approaching congestion at Cityview Boulevard and Major Mackenzie Drive, as well as Weston Road and Major Mackenzie Drive.

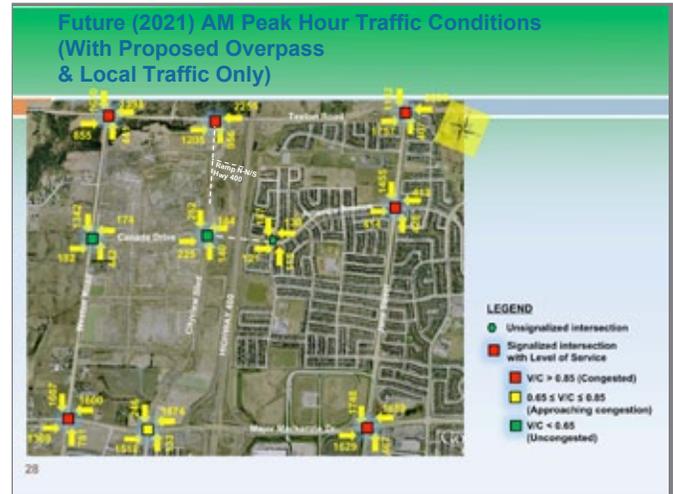
For the PM, we can see that there is a difference. For the existing condition, Major Mackenzie Drive and Cityview Boulevard is congested. There is construction at the ramp that is going to be connected to Highway 400 in this area. Comparing the AM and the PM peak hours, we can already see that some of these intersections are already operating at congested levels or they are approaching congestion.



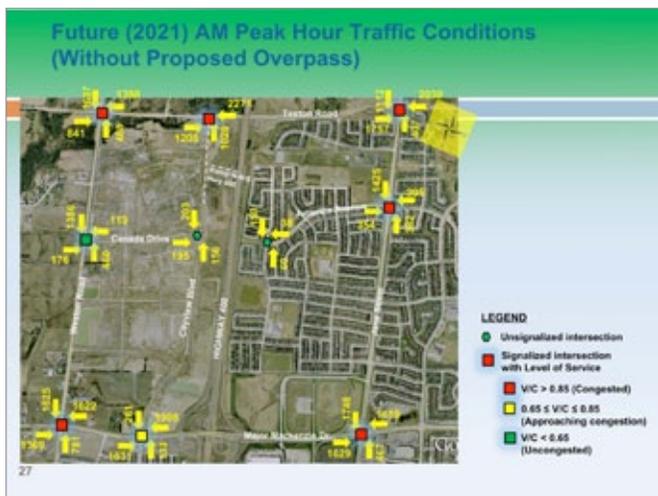
We also analyzed the future traffic conditions. On this slide, you can see that we analyzed 2021 traffic conditions for the road network. Most of the studies today are going for the long-term, 2021, some are going to 2031. What we did here, we did a screenline analysis, a V/C analysis. It is still volume over capacity, but it is a little different than the intersections. In this screenline analysis, we selected one line, which we call a screenline, it is crossing the major arterials and it is in the Study Area east of Highway 400. We look for the volumes on the regional arterial roads. Those volumes for 2021 are based on the model. The model looks for the AM peak hour, the eastbound volume is 1,800 and the westbound volume is over 2,000 vehicles. In both directions, on Teston Road, it is almost 4,000 vehicles for 2021, based on the model. We also looked at the volume crossing eastbound and westbound at Major Mackenzie Drive. The volumes for 2021 for Major Mackenzie Drive in this area is 1,600 eastbound and almost 2,000 westbound, which is 3,500 in both directions. In 2021, we look for the future lane configurations, which are proposed to be here, 2 lanes each direction on Teston Road and Major Mackenzie Drive. With rapid transit, it can be considered a little bit different, but for this analysis, we used 2 lanes each direction. What those numbers are telling us here is, for arterial roads, we consider a 900-vehicle capacity, that is basically recognized by the industry and what is used in planning. Alternatively, if the V/C is over 0.90,

we consider that it is over capacity. As you can see, in 2021, the volumes on those two major roads are going to be, in the westbound direction, way over capacity. In the eastbound direction, Teston Road is a little bit over capacity, since we consider 0.9 as acceptable. This is telling us that in 2021 there is going to be capacity issues on the arterial roads.

The next thing we did was to compare 2021 volumes if there is no link. If you look at the operations of the intersections, you can see most of these major intersections are over capacity, so they are all red. That is the reality of what is going to happen. The intersection at Major Mackenzie Drive and Cityview Boulevard is approaching capacity. Teston Road and Weston Road will be a signalized intersection and it will be a problem. Those are the volumes for 2021, in terms of what is going to happen at those major intersections that we have shown here.

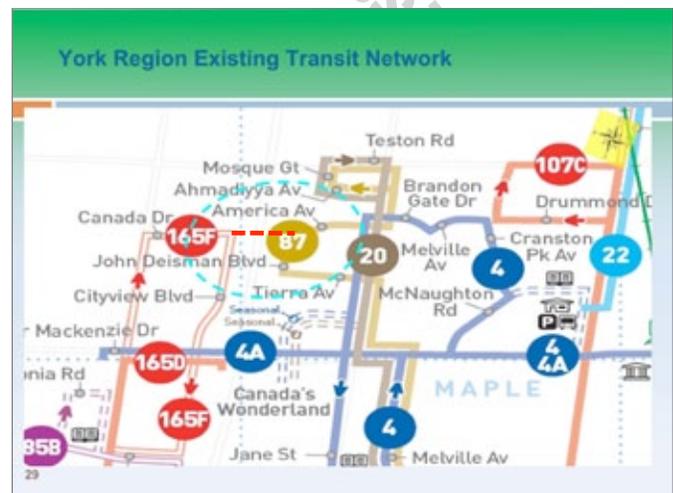


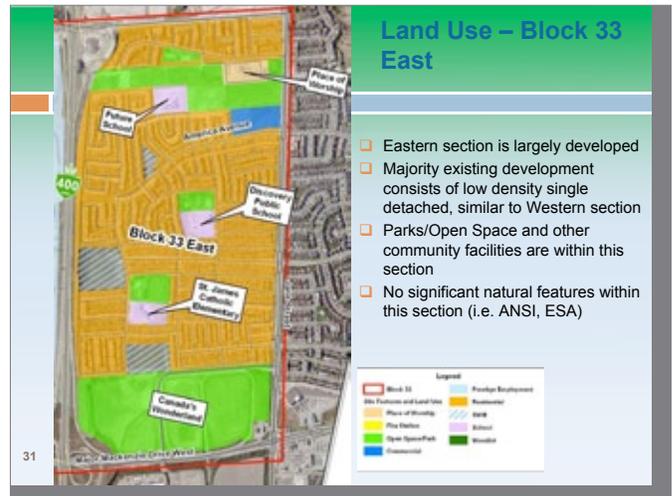
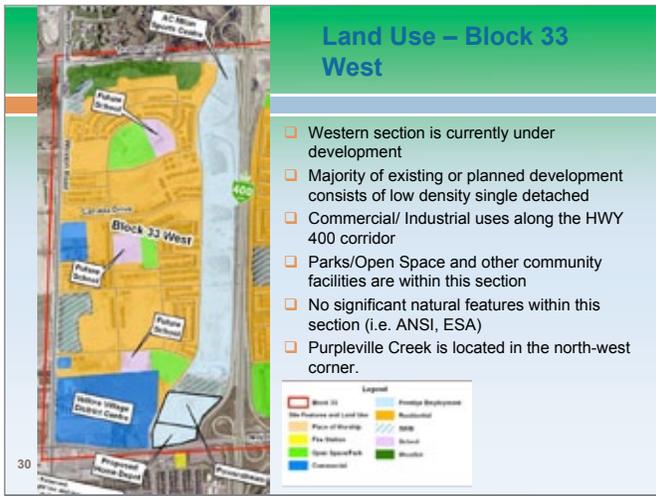
but the benefits are for those 2 communities to be connected because there are problems here for 2021, for the major intersections. In order to go from one side to the other side, it is primarily for the transit of the local community, who is going to use the schools and other facilities in the area. They can use this connection in order to avoid going on major arterial roads, which are shown to be at capacity.



This slide is showing York Region existing transit network. It is shown with the link. This is basically just for the Study Area. This connection is a great opportunity to extend the transit and the transit connection between east and west. That is the other benefit to that link.

This is showing some of the volumes for 2021 with the link. Basically what you can see if you compare those 2 slides, by our estimate, is that this connection/link is going to help the local communities in connecting those two east-west communities. All the studies and our analysis confirm that volumes with the link and without the link, those major numbers connecting those 2 communities, are basically going to stay the same,





Blair Shoniker: Now that Mehemed has detailed some of the existing transportation and traffic conditions, I would just briefly like to go over some of the land use on either side of Highway 400 and then get into the evaluation of alternative solutions. In terms of land use on Block 33 West, the western section is currently under development. The majority of the existing or planned development is residential and it is low density, single detached homes. There are commercial/ industrial uses along Highway 400, which is owned as a prestige employment. This is where the community facility of the AC Milan Sports Centre is located. We also have some other uses within the area, such as a proposed Home Depot. We have future schools, numerous parks and the Vellore Village District Centre as well. It should be noted as well that there is no significant natural features within the area, no Areas of Natural Scientific Interest (ANSI) or environmentally sensitive areas, but in the northwest corner, we have the Purpleville Creek and the woodlot that are protected and slated for any type of development. (30)

In terms of the eastern section, the eastern section is largely developed, the majority of the existing development is similar to Block 33 West, is also residential, low density, single detached. There are parks and open spaces, similar to the western section as well. We have numerous schools and we have the Maple mosque in the northeast corner. Again, similar to the western block, there are no ANSIs within the section

as well. We have also printed off a poster size of the existing conditions so if you wanted to view it after the presentation or ask questions, it is there to view as well.

In terms of the alternative solutions, the Project Team has come up with four alternative solutions that we will take forward for evaluation. This first one is the Do Nothing. The Do Nothing means essentially that no changes or improvements to the Block 33 transportation network would take place. Basically, a “business as usual” approach. We include these on all EAs in order to show a base case. The second alternative is to Reduce Auto Demand, which relates to improving public transit, cycling and Travel Demand Management initiatives, within and around the Study Area. Another alternative relates to Upgrade/Improve

Phase 2 – Identify Alternative Solutions

32

- Do Nothing** - No changes or improvements to Block 33 transportation network
- Reduce Auto Demand** – Improve public transit, cycling and Travel Demand Management initiatives within and around the Study Area
- Upgrade/ Improve Other Roadways** - Improvements to other local roadways within the study area in conjunction with the ongoing Western Vaughan Transportation Improvements Individual EA.
- 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.*

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Other Roadways, not just improvements to other local roadways within the Study Area, but also in connection with the ongoing Western Vaughan Transportation Individual EA, as they are looking at numerous upgrades as well. The fourth is to Build the Highway 400 Overpass. This is the mid-block connection over Highway 400 between America Avenue and Canada Drive. I just want to mention that there is potential here for a combination of the alternatives that we have provided. Once we do the evaluation and we look at the comparative evaluation of all the alternative solutions, if this shows that a combination is a viable option, and then we will present that as carrying forward as well.

Just a bit of background on the assessment of the alternative solutions that we are going to follow. We are going to take all of the existing environment conditions into consideration. We are going to comparatively evaluate the alternative solutions using a qualitative assessment based on some criteria that we have developed within the categories of technical, socio-economic and financial. As Robb mentioned earlier, we would like to present some of these suggested criteria to everyone here and get some feedback on the criteria that we are proposing to use for our evaluation. The suggested criteria is going to be used to identify the potential environmental effects of each of the alternatives and will distinguish the advantages and disadvantages between all four.

Phase 2 – Assessment of Alternative Solutions

33

- Take existing environment into consideration and comparatively evaluate the Alternative Solutions using a descriptive or qualitative assessment based on criteria developed within the following categories (representing the broad definition of the environment as described in the EA Act):
 - Technical
 - Socio-economic
 - Financial
- Suggested Criteria have been put forward based on their ability to identify the potential environmental effects of each alternative and distinguish the advantages and disadvantages between them.

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Phase 2 – Assessment of Alternative Solutions

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- Once finalized, the evaluation criteria will be used to comparatively evaluate the Alternative Solutions and identify a Recommended Solution through a net effects analysis consisting of the following steps:
 - Apply the evaluation criteria to each of the Alternative Solutions to identify the potential effects on the environment.
 - Identify reasonable mitigation measures available to avoid or minimize any potential negative environmental effects on the environment.
 - Apply the mitigation measures to identify the net positive or negative effects on the environment.
 - Identify the relative advantages and disadvantages for each Alternative Solution based on the net environmental effects.

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Once we finalize the evaluation criteria, again, we are going to use those to comparatively evaluate the alternative solutions and then we will identify a recommended alternative solution through a net effects analysis. A net effects analysis contains the following steps. First, we will take the evaluation criteria, apply it to each of the alternative solutions and that will give us our potential effects to the environment. We will then apply some mitigation measures that are feasible to be implemented and this will help us to avoid or minimize any potential negative environmental effects, for each one of the alternative solutions. Once we have applied those, we will get our net positive or negative environmental effects and then we will be able to identify the relative advantages and disadvantages for each of the alternative solutions, based on their net positive or negative environmental effects.

Some of the suggested criteria that we have come up with to-date, under the technical category, include the potential to improve future transportation needs. There is a potential to improve safety for the travelling public. Physical and operational feasibility. Support for alternative modes, which would include transit, cycling and pedestrian. And as well, the potential to improve the emergency services response times – fire, police and ambulance services.

Phase 2 – Assessment of Alternative Solutions

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Suggested Criteria may include:

- Technical
 - Potential to improve future transportation needs
 - Potential to improve safety for the travelling public
 - Physical & operational feasibility, including availability of right-of-way
 - Support for alternative modes, including transit, cycling and walking
 - Potential to improve emergency services response times(fire, police, & ambulance services)

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Under the socio-economic category, we had the potential for disturbing existing residents, community and recreation facilities through temporary and/or permanent effects, some of those would be either construction, traffic noise, dust, traffic disruption, property access disruption, and there are other elements that we can capture underneath that. The potential for property impacts. We also want to look at the degree of compatibility with the Regional and Municipal Official Plans, as well as transportation plans and other policies. The potential to affect future development proposals. The potential effects on the existing community character and sustainability. And potential connectivity improvements. Under financial we wanted to look at the potential cost of acquiring property. Potential capital costs of implementation and potential future maintenance costs.

Phase 2 – Assessment of Alternative Solutions

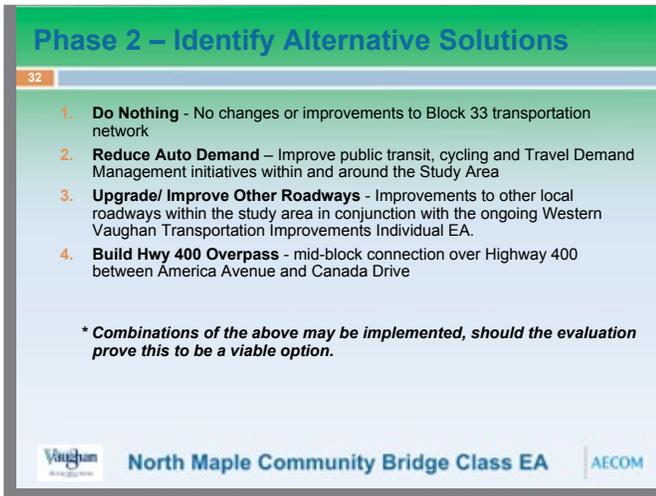
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Suggested Criteria may include:

- Socio-economic
 - Potential for disturbing existing residences, community and recreation facilities through temporary and/ or permanent effects (i.e. construction/ traffic noise, dust, traffic disruption, property access disruption, etc)
 - Potential for property impacts
 - Degree of compatibility with Regional and Municipal Official Plans, Transportation Plans, and other Policies
 - Potential to affect future development proposals
 - Potential effects on existing community character and sustainability
 - Potential connectivity improvements
- Financial
 - Potential cost of acquiring property
 - Potential Capital costs of implementation
 - Potential maintenance costs

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Session 2: Q & A – Facilitated Roundtable Discussion



CLC Member: When you did the Study about transportation, I did look at some of the maps that you used and I am a little bit confused because between some of them, I do not see much of a difference with the proposed overpass as opposed to not having the overpass. My question to you is, did you consider the use of Teston Road. Was it part of your study? Because for the last two years we have not been able to use that road, that was my alternative.

Study Team: That is right. You did not see much difference on America Avenue and Canada Drive on that link because we do not except that any additional traffic will divert to that link.

CLC Member: That is not the question. The question is, when you did the Study, did you include the use of Teston Road because for the last 2 years we have not been able to use it. Is it part of this Study? Is it on the slides that you showed us today? You showed us all kinds of numbers and what will happen 20 years from now, but did you use Teston Road as well? Is it part of the Study?

Study Team: I think what you are meaning is, in all of the traffic analysis work that have been done to-date from our team or other teams, was Teston Road considered open to traffic, and the answer to that

is yes. It is closed now, it is under construction, the interchange is under construction, it is being widened and improved by York Region. All of those numbers assumes that Teston Road is operating and working. Today no, but it will be.

CLC Member: I just wanted to know that Teston Road is included in this analysis.

Study Team: It is included in 2021. If you look at existing conditions, we did not show that.

CLC Member: You said right now at peak hour it is extremely busy, which it is, but I what I wanted to know is, it is probably busy for me. One of the reasons why is because I used to make a left turn on Major Mackenzie Drive, I come from Highway 400 northbound, and I would turn left onto Major Mackenzie Drive and then make a right on Weston Road and go that way. I would bypass Jane Street and Major Mackenzie Drive. I have not been able to do that for the last 2 years. That goes back to my question again, when you presented what the traffic is like right now, did you include Teston Road?

Study Team: Teston Road and what intersection?

CLC Member: Any part of Teston Road, Teston Road is closed.

Study Team: Yes, we included Teston Road; all those intersections were analyzed.

Facilitator: I think what you are saying is Teston Road has been closed for 2 years. In your traffic counts, did you have Teston Road included for the last 2 years?

Study Team: We could not include it because it is closed.

CLC Member: Just to expand on the previous comment, in your traffic studies, did you include the potential widening of Weston Road and Major Mackenzie Drive because those are destined to be expanded from 6 to 8 lanes by 2021 as well, so was that included in your traffic studies as alleviating some of the traffic?

Study Team: Yes, it was taken into account that Weston Road and Major Mackenzie Drive are going to be widened.

CLC Member: I want to bring another dimension to this Study, which has not yet been highlighted, that is the existence of national headquarters of Ahmadiyya movement at the southwest corner of Jane Street and Teston Road. The point I want to bring in is, the change of demographics and because of the attraction of these landmarks. For example, when this mosque was built, there was only one household in all of Maple who was directly a member of this community, only one household. And now, only in Block 33 East, we have more than 500. I am not talking about from east of Melville Avenue; I am talking about Block 33 East only. Every week there is another family moving. If we are expecting the same on the western side, Block 33 West, already there are quite a number of members who have chosen this area for the future home. As the developments continue, they will increase. There will be another dimension that east and west people, they have to go to the mosque, and south of the mosque, the area that was shown as blue, it is mentioned that it is commercial, but my understanding is that this has already been purchased by the school board and the high school is destined to be there. The reason I am saying this, is we had an option on these lands and on the request of the school board, we waived our options and we said yes, we will welcome the school there. Now if the school is there and the connection between America Avenue and Canada Drive is missing, then all the people from the west side will have to go north, take a right on Teston Road, and again, they will pass through their community mosque and congest that area. Similarly, the people coming to the mosque every day, on a daily basis, there are 5 daily prayers, and of course, everyone is not coming for all 5, but most of the people do try to attend immediately after sunset and the late night prayer. For them, this would be the best possible connection for connectivity. I want to highlight 2 points, the effect of this landmark on that area, and

the future demographic change, which is already occurring, which we perhaps cannot see through the statistics.

CLC Member: In the Study we had all these numbers, but how many people and cars and bikes per day are we expecting to go through this link on an every day basis when it is built in 2021. I would like real numbers, as opposed to some decimal numbers, actual counts.

Study Team: It is really hard to give you the actual number. But what is going on these days, everyone is focusing on transit; let us start from there. Lately projects are going in that direction, that modal split is going to be increasing. We provided transit services and transit connections in the hope that more people will use transit than currently do. But how many, the exact number, is difficult.

Facilitator: Do you have an approximate number or range?

Study Team: In this area, in the City of Vaughan, if the modal split is 20%, that would be the goal, 20% is using transit and other modes other than the car.

Facilitator: So you are saying there would be a modal split of 20/80. What is the rough/approximate total number of people or vehicles that would be using it?

Study Team: Those are basically the volumes in peak hours. Those are the numbers that we estimated.



Facilitator: What this CLC Member is asking for is some kind of future projection about what they can expect the traffic volume to be.

CLC Member: In number of cars and people.

Facilitator: We are willing to accept an approximate because you are not finished the Study.

Study Team: We cannot provide actual counts because the bridge has not been built. In these traffic projects, we work with models. And according to our model, we will have around 200 vehicles in the peak hour; that is the range that we are expecting to have on that link. Regarding your question for pedestrians and cycles, that figure is not possible to get at this stage. It is hard to know how many people will be crossing the bridge. There are no counts for pedestrians in this type of community.

Facilitator: You are saying approximately 200 vehicles in the peak hours AM and PM.

200 each?

Study Team: It is not 400 because the peak hour is in one direction. For example, westbound in the morning, it is going to be 200 in one direction and a few cars in the other direction. In the PM peak hour, the flow will be reversed. The peak maximum is around 200 vehicles

per hour in one direction. In the AM peak hour, we have 200 vehicles in one direction and 130 in the contrary direction.

CLC Member: If we were to divide 200 by 60 in direction, we would get 3 cars in one direction, 6 cars in both directions every minute, not including pedestrians.

Study Team: That is an approximate number. Giving you an order of magnitude, a normal primary road from a residential area is able to carry 500 vehicles per hour. A normal primary road, this is a primary, according to the classification; it is expected to carry up to 500 vehicles per hour. The number that we are getting here is mid capacity, it is not a congested road.

CLC Member: But there is existing traffic on the road itself without the link. What is the current number of cars on this intersection?

Study Team: For example, if you look at the residential areas, you have those north-south streets, all of those numbers coming to the intersection of Jane Street and America Avenue are not only from the area that is close to Highway 400. You have all those people approaching that intersection; you have those local people using the road. Those numbers are basically approaching from everywhere. There will approximately 200 in each direction. This number is growing because you have those local people and these people that were shown before, that volume, and you now have that link that some of the residents from another area can use, so that number is a little bit higher than before, but it is still within capacity.

CLC Member: It looks like the previous number you gave me is incorrect because you are calculating the complete intersection; you are not calculating the number of people crossing the bridge. Can I get an estimate of people and cars that will be crossing the bridge? I do not need this intersection number.



Study Team: We estimated approximately, at this stage, about 200 at the structure, at the bridge.

CLC Member: And how many at the intersection, American Avenue and John Deisman Boulevard?

Study Team: There are approximately 120 vehicles approaching that intersection.

CLC Member: Plus 200 on the bridge, so you are almost tripling the number of cars.

Study Team: I would like to clarify something here, you are not comparing the same things because the existing conditions are different from the predicted conditions and these values representing 2021 and year 1 is 2009, so you cannot compare those numbers each to each because one has the prediction and the attraction of traffic.

CLC Member: We are not building high-rise buildings here; I think the population will stay the same in 2021.

Study Team: I can assure you that we are applying all the latest technology for these projections. We have computer models and we are considering all the development in the area.

CLC Member: I would like to hear some real numbers. How many people are crossing the bridge and how it is going to affect existing traffic on the intersection, America Avenue and John Deisman Boulevard.

Facilitator: In the existing situation, like today, that intersection that the bridge would join up with, what is the traffic volume there? What Mehemed tried to provide in the existing was here is the number of vehicles in the peak hour that are coming south, north, east and west, so you get the 4 numbers. In the PM peak hour, there are 91 southbound, 120 westbound and 107 northbound.

Study Team: When we speak AM and PM peak, those are the two worst conditions that are usually analyzed in transportation when we do our transportation analysis. It is the highest level, the worst-case scenarios. Morning would be from 7:00 to 9:00 AM, during rush



hour and in the afternoon it would be from 4:00 to 6:00 PM when people are coming home. That is when we anticipate having the highest traffic volumes on that route. During other times, the volumes would be lower. If looking at Slide 24, the AM existing and maybe comparing the future numbers that are on the slide that is not numbered, "Future (2021) AM Peak Hour Traffic Conditions (With Proposed Overpass and Local Traffic Only)". The answers are on these two slides. You need to look at numbers and compare them.

CLC Member: What does the number 184 represent, from the slide that is not numbered?

Study Team: That volume is basically crossing in the AM peak hour, one hour. The numbers are link numbers, through traffic. In the future, there are 184 vehicles going westbound that would be from America Avenue going towards Canada Drive. In the opposite direction, there would be 121 vehicles going eastbound.

Facilitator: The first question was, in terms of right now, what is the traffic volume at that intersection that one would then look to what the future is, if you put a bridge across there. What number is it for existing conditions westbound traffic at the intersection of America Avenue and the ramp?

Study Team: 125 vehicles at America Avenue and John Deisman Boulevard. There are 125 vehicles coming from the north approach of that intersection. The volume, 125 vehicles, is just north of the intersection, just north of America Avenue. That is approaching the intersection.

CLC Member: 206 (125+31+50) cars per hour, based on this estimate.

Study Team: Yes, those are the numbers that are coming to the intersection. That does not mean that all these numbers are turning and using the bridge. Some of them will just continue southbound or northbound or turn eastbound.

Facilitator: But we would be right in saying that is the maximum that could.

Study Team: Yes, that is the maximum at the intersection that the existing count is showing.

Facilitator: The second question is, once they build the bridge, how many vehicles are going to across the bridge.

Study Team: That would be 184 vehicles; that is what would continue from that intersection going over the bridge. That is why we said around 200. In the other direction, it is about 121 vehicles.

CLC Member: Based on my calculations, after building a bridge, the number will be 550 vehicles on this intersection as a total for all approaches.

Study Team: You have to keep in mind, as we noted earlier, that these counts are done just recently, it is not the impact of the future connection between east and west, it also could be a different pattern because Teston Road is not in place, so people are using different routes to get to their homes.

Facilitator: Understood, but what we are trying to figure out from the information that is being provided, we are trying to deduce the conclusion.

CLC Member: From what I have heard, right now we have 206 vehicles per hour at this intersection. After building a bridge, we are going to have 550 vehicles per hour at this intersection, proportionally. So, the traffic is going to increase almost 3 times.

Study Team: But you have to keep in mind that the east area is not developed fully. You are going to have additional schools; you are going to have additional developments. It is for 2021 that you have this higher number, with or without the bridge, it does not matter.

Facilitator: Is it fair in terms of the rough calculations that we have done? Remember, these are not the final, but they are the best attempt to give you an answer tonight.

Study Team: I would just like to mention, those numbers are going to increase in the east side because of future developments.

CLC Member: This whole topic was visited in 2001 and 2002 at Vaughan Council. There were many depositions, I gave one myself, definitely saying no one wanted this bridge. I am really concerned that we have gone full circle and we are back here again. The Vellore Woods also had the same issues where they were going to build a mid-block overpass. Their ratepayers association got that removed from the OPA 400 a few years back. Also, Tierra Avenue was slated to be one of the passes, which I am really alarmed at that that slide that was shown of the original plan did not have the Tierra Avenue slated overpass, it has gone off the map. So, we are not getting facts here. The America Avenue pass, yes, that was on there. The other fact is, when we purchased our homes, I purchased in 2000, new subdivision, our purchase and sale agreements gave us clauses regarding mosque and Canada's wonderland, there was no mention of this overpass. Had there been, we would have been able to do due diligence at that point, to have some decision as to, first of all, whether we wanted to purchase that property. I am very disappointed in this whole process because it seems that the community is not being asked and when

you are saying why communities with traffic calming in place, minimal sidewalks, minimal stop signs. We asked for a stop sign to be placed at Boom Road and America Avenue; it was refused due to traffic volume. Now you are saying, no, the traffic volume is there, with your red dots on these traffic studies. How did the traffic study from 2 years ago get done, where there was not enough volume and all of a sudden now, we have too much volume? This has all been documented. Personally, I had that traffic study initiated. I had petitions in the neighbourhood. We could not even get a 4-way stop. Now you are telling me that in 2021 you want America Avenue to alleviate all of the arterial roads, and the major ones, Weston Road, Teston Road, Jane Street and Major Mackenzie Drive to pick up leftovers. I do not think that is fair to put that through a subdivision that was deemed pedestrian-friendly by the built in traffic calming that is already there and minimal sidewalks, and now have this put in. It is not acceptable.

Facilitator: I thought that I heard somewhere that all sale agreements had a clause or provision in them regarding future connectivity.

CLC Member: No, ours does not. Absolutely not. We have had it looked at by lawyers.

I live on Boom Road, which connects right to America Avenue; I am 2 houses in, right near John Deisman Boulevard, 1 block down. The earlier maps of OPA 400 do not show the connection that was originally on there, slated through Tierra Avenue. So, that has been revised.

Study Team: This is actually for OPA 600.

CLC Member: No, I am talking about 400; you had a slide with 400.

Study Team: This one is actually from OPA 600 as well; we use it as a placeholder. But the connections that were shown in OPA 400 were the same as in OPA 600 as well.

CLC Member: No, they were not. I have that at home.



Facilitator: What do you think is different?

CLC Member: Tierra Avenue overpass was slated. There was an overpass slated for Tierra Avenue over Highway 400 and America Avenue.

Study Team: That is correct. That is why when we get to OPA 600, through the block plan process, it was taken out.

CLC Member: Why? How could it just go?

Study Team: The approvals under OPA 400, the block plans, there was an allowance when they did their planning basis summary to remove or slightly modify some of the designations that were in OPA 400, so there was some maneuverability. They deemed that only 1 crossing within this block.

CLC Member: Who is they?

Study Team: I do not have the consultant's name. It would have been a consultancy that was hired on behalf of the City of Vaughan, and then eventually approved by the City of Vaughan. It was deemed that only 1 crossing was appropriate for this block and that was supported through the planning basis study, as well as the transportation study that was done in this area. That is why it was removed in OPA 600, as this was done under the policy of the day of OPA 400.

CLC Member: We asked for a 4-way stop at the corner of Boom Road and America Avenue. We were told that



we had to get a petition, which we did. We were told that it was a given that that would be implemented. After the traffic study was done, we were told no, there was no volume to support that 4-way stop, although we do not have sidewalks on two of those roads. My concern is that you are saying in 2009, the current traffic study, right now you have overflow, you have congestion at Jane Street and Major Mackenzie Drive, and potentially at Jane Street and Teston Road. If that is a proven factor, and you have the volume of cars that you say there is a potential at Jane Street and America Avenue also, it already has a yellow flag, which means it is almost there, then you have the volume. And now you are saying there is volume, but to me, 2 years, I was told there was not the volume, and our subdivision is fully built, so there cannot be an increase in volume; there is no more places for buildings. I am saying, you would not give me a stop sign because you said there was no volume, but now you are saying today, there is volume. How did that change in 2 years when all the buildings are there?

Study Team: The volumes that are identified on the slides are volumes at that particular intersection. The one that you mentioned is not included here, the volumes at the intersection. We could have volumes

on the link. The volumes entering America Avenue from Jane Street, you have counts at that intersection, it is signalized; we know what the operation is there. When vehicles enter America Avenue, they start taking their own little streets, so by the time you get to the next north-south road, the volumes would probably be lower. The road you are taking about is one street east of John Deisman Boulevard. Our traffic group would take counts at the intersection at the same time that we mentioned, 7:00 to 9:00 AM and from 4:00 to 6:00 PM. They will do a warrant analysis, which is based on a number of factors, the volumes, the accidents, if there are any problems with the visibility of the intersection, and see if a 4-way stop is warranted. On the "Existing (2009) AM Peak Hour Traffic Conditions" exhibit, it is shown as green, it is only really 31 vehicles that are coming from your street to John Deisman Boulevard.

CLC Member: You are actually missing a stop sign on this map as well.

Study Team: Not all of them are identified; those were just key intersections, we looked at the key points.

Facilitator: Would it be fair for me to ask the City of Vaughan if you could go back, you have heard the observation, and the question is, 2 years ago when the traffic study was done, the conclusion was there was not enough volume to merit a stop sign at that intersection. And now we are saying traffic volumes are "x" or "y" or whatever, what has changed. **Could you take that back and prepare an answer that we will include in the summary as a starting point.**

CLC Member: That is reasonable.

Study Team: To have actual volumes at that intersection, we would have to go out and do them again because the volumes that we have here are at John Deisman Boulevard. We do not have a north-south interpretation or the correct volumes. We would really have to do counts, and then compare them to the volumes that were done 2 years ago.

Facilitator: I was just trying to give you some time to look into that.

Study Team: I not sure that we can say that we can do it in a week, we can definitely look into it. It would be a different department.

CLC Member: That is fair.

Facilitator: And your caveat, not sure we can do it in a week is fair. We will note in the summary that the City of Vaughan is investigating, if it is possible we will include what is available.

Study Team: We will follow up with our traffic group and compare it with the volumes that were done 2 years ago and do a new count and make a comparison.

CLC Member: I am back to the fact that Columbus Trail, Block 33 East, was built as a traffic calming, self-contained unit subdivision. We do not have sidewalks. If you are adding more traffic, people are going to cut through your subdivision where there are no sidewalks. And now you are jeopardizing your pedestrian traffic, dog walkers, kids going to school, either school. Our schools right now in that area have boundaries. This is another issue. Some kids go one way; some kids go the other way. The high school, right now, that is available, Maple High, right now, if we choose to go to that, we could not travel through our subdivision to get there. We have to go on the main arterial roads. To say we are going to build America Avenue to reach a high school is not valid.

Facilitator: What do you do in situations where we have streets that do not have sidewalks, and if infiltration of traffic increases the volume, how does one deal with those kinds of things.

CLC Member: The school board has boundaries. If you live on one side of the street, you need to go to this school and if you live on the other side, you need to go to this school. Right now, we have 1 centralized Catholic high school and 1 centralized public school. Either way, you cannot travel through an intersection,

except for the Catholic one; you can go through a subdivision to get to the Catholic school. You cannot go through a subdivision to get to the public high school. I do not think that is a valid argument for building the bridge.

Study Team: I do not think that we classified one particular school or facility as justification for the bridge, I think we just tried to stay sort of high level and look at all of the different land uses that were within the area. Your point is well taken, that there may be a high school that you cannot access simply by snaking through a subdivision. The other point, in regards to the sidewalks, that is something that we would have to look at first with City's design policies, in terms of primary roads. But we would also have to look at, and we have not gone through that phase yet of the Study, but looking at what are the different mitigation measures, in terms of traffic calming or ensuring pedestrian safety. That was one of our criteria that we are going to look at for each one of the alternative solutions. I do not have an answer for you now, it is something, definitely, that we will be looking at and trying to address throughout the study. Your points are well taken.

CLC Member: A point has been mentioned about the community involvement. I can tell you that in 1997, I was living in Brampton and I was planning to buy home in this subdivision. I made sure that out of the 15 days



Susan Fish heard this OMB case of Block 33 East, I was present from 9:00 to 5:00 every day. I can tell you what are the studies that were presented, how was the bridge discussed there, and I have those copies also of course and you have those copies. At that time, this bridge was a key element of connecting between east and west. It is true that the east side has been developed. Perhaps there will be no more homes built in Block 33 East, but now we are building 33 West and we need connectivity between them. One remark I want to make about bicycle activities, one is that we take the normal practice within the community and then, there are, always in statistics, there are some special reasons when you have to have some anomalies. The Ahmadiyya Muslim Community has been promoting the use of bicycles, not from 5 years back, from 40 years back. When I was 10 years old, I was told that wherever possible you have to take a bike. My three girls have bikes, they go to the mosque on their bikes, they do not use a car. When this west is developed, it will be more than normal in the overall figures of the statistics, the use of bicycles. We may have to invite you one evening in the summer to have some studies or some observations in the use of the mosque and how the people come within 5 minutes, 50 cars are coming. The average of 200 has been mentioned and I am fine with that. But I can only tell you that at the time of the prayers, there will be 50 cars moving within 5 to 10 minutes, which will be in addition to that. We may have to keep our conversation going on, where we can have some studies done with respect to this special landmark.

CLC Member: Why was the Grand Valley Boulevard and Jane Street intersection not included in the transportation study?

Study Team: For this type of study, it is an EA study; the purpose is not analyze every single intersection at this stage. This is included in all studies that were done before. We focused here on the major intersections and major link intersections. If there is any need for further study that we do not see that anything is going

to be changed, in comparing today, in regard to that intersection, or any other local minor intersections. Those are major intersections that we expect some impact and that we had to use in our analysis.

CLC Member: If I can just comment on that. If we are planning to impact a neighbourhood 3 times by traffic flow, then we need to consider the other 2 major intersections at Tierra Avenue and Jane Street, and at Grand Valley Boulevard and Jane Street because those might be small anomalies, but they may affect that subdivision greatly. By you telling me that that is not a consideration, you are telling me that those people in that subdivision are not going to be affected.

Study Team: It is important to remember that this is kind of just a preliminary summary of the traffic information that has been compiled and done to-date. It focuses on that main east-west primary link, if the bridge is constructed, and if it is not constructed and trying to see the overall high-level difference between the existing and projected traffic. Prior to the PIF in 2 weeks, and that is a valid point that you are mentioning, we need to look at a more direct and up close and personal analysis of all of the sub-areas that will contribute to the use of this route to cross Highway 400 and then see if that might change this overall preliminary summary of what is happening across the highway now versus in 2021. We are planning to do that. The numbers are not available tonight at that level of detail. **But I think we want to commit to even providing those to you in the summary that is going to be mailed, as even some idea of what is going to be coming and presented for the public meeting on the 16th of April. It is something that the team is working on and will be included.**

Facilitator: It is not being dismissed.

CLC Member: There have been a number of deaths at Tierra Avenue and Jane Street and that is why we are thinking it is very important. As well as American Avenue and Jane Street.

CLC Member: I just wanted to make a couple of points. I have lived on America Avenue for almost 9 years. I find it is already a very busy street. There has been a lot of focus tonight and in general, on traffic and I understand many of the points being made about the interests of traffic flow and the environment. But I do not seem to hear very much about the effect on the community, considering that America Avenue is entirely residential. I am not as familiar with Canada Drive; I have not been over there for a while, while the building is going on. I find that there is a lot of speeding on our street. I live on America Avenue, but I can see Boom Road from my house and I understand some of the concerns there because I have seen accidents. I also often see a car coming out of Boom Road and a car going along America Avenue and horns are honking and maybe there is not an accident, but there is close to being one. What I would really like to see is an effort made if it is decided that the bridge is going to go ahead, that someone is seriously looking at the impact that this additional traffic is going to have on this street that is full of many families with children. My neighbours, I have seen the ball roll, out onto the street, the 2-year old runs across, and it is a busy street. I do have one question, which is what is the intention as to the number of lanes on America Avenue. What I am wondering is the intent that if the bridge goes ahead, is it going to be structured similarly to Melville Avenue, which really has one lane of traffic either way and a solid line on the right-hand side, so that it is basically not a 4-lane street. Even though it does not seem to be quite the size of 4-lanes now, it is often treated that way. I have cars passing me when I am trying to turn into my driveway, or if someone perceives I am driving too slowly. And I have a lot of difficulty backing out of my driveway now, going to work, so I can only imagine what that would be like with a bridge there. I do have the one question about, and I am not sure if it can be answered at this point, if there is a bridge, what is the intention in terms of lanes on America Avenue?

Study Team: There will be no change to the cross-section of America Avenue. Currently, as it is, it is really just 1-lane per direction. It is a wider pavement so it

can accommodate people parking on streets if they have vehicles, so that if a vehicle is parked, another can go by it, but there would be no change to the pavement of America Avenue. As for the bridge, we have to evaluate that, but if that is to be the place, there would just be 1-lane. There would be no change to the cross-section of America Avenue; it would stay as it is.

CLC Member: With respect, it is often treated as 3 or 4 lanes, if a car can pass me while I am driving along the road, but I take your point. Again, I would just like to say that I am not really hearing any focus or investigation on what the impact will be on the community and the homes, the residents, and the children in the area if we are going to be increasing, or potentially increasing the traffic volume significantly. I am very concerned about having additional traffic calming on that street because there is currently only 1 stop sign on a street that is quite lengthy. There is always speeding along the road. I see now, when the road ends at John Deisman Boulevard, that people that come from John Deisman Boulevard and go east along America Avenue, start at one end of the street and just start picking up speed as they go by and the stop sign is quite close to Jane Street, so they can pick up a lot of speed as they go along.



Facilitator: I was just going to ask Blair to give you some idea of what they are going to be evaluating when they look at the alternatives because it seemed to me that was getting close to your last point about are you going to look at the impacts and what are they.

Study Team: You asked the question about Canada Drive, you are correct, it is similar to America Avenue, in that it is going to be all residential along Canada Drive. It is important to note that yes, everyone is focusing on the traffic. In transportation studies, sometimes the numbers of vehicles and counts tend to rise to the top on everyone's agenda, but it is also important to remember that it is not just about the vehicles that are driving around, but it is about the people who are in the cars and it is about the neighbourhood as you mentioned as well, the social aspects. As for the criteria that we want to include for the evaluation in terms of the socio-economic or the social aspects, we fully recognize the existing concerns that residents have along America Avenue and potentially along Canada Drive as well, in terms of the speeding, passing other cars while they are driving. Again, I go back to my point to you about the mitigation. That is something that we will definitely need to look in terms of the alternative solutions that we are reviewing. We can have additional traffic calming measures that are not just stop signs, but we can have lateral or vertical traffic calming measures. There is a variety of other traffic calming measures that also address an aesthetic value



and perhaps through the design of those can reflect something more about the community. I am thinking of different examples where you have vertical traffic calming curbs that come out and other communities have put planters or other kinds of things in there with their community's logo and that kind of thing, so they take ownership of these kinds of things as well. These are the kinds of things that we want to come to the community to get information on and suggestions for, not just the consultation process, but to add that personal touch to it as well. To answer the question about the bridge and the design requirements, within the official plan, there is also an actual section that talks about the design requirements of primary roads. It talks about the actual width and construction and that kind of thing as well. That is something that we would be looking at in terms of the evaluation criteria. If this goes to the preferred solution as the bridge, again, here is another example of how the community could get involved to talk about the alternative designs. Because as I mentioned, in Phase 3, we move to the alternative designs for the preferred solution. And so there are ways of trying to incorporate, again, some aesthetic or some community aspects into the alternative designs that we would be taking forward. You are quite correct. As I said, the suggested criteria, we would like to get your feedback, everyone's feedback, on what we have provided here today. But if there is something that you see, especially under the socio-economic side that you would like us to consider, then please contact one of the Project Team members or speak to us afterwards and we can include those in the evaluation.

CLC Member: I told myself I would come here and listen. I have not be involved for years with what is going on, I just first saw it the City of Vaughan paper, what was happening and I do live in the area, so I wrote a letter myself to you with my concerns. I have watched, listened and then tried to sort of interpret what has happening myself. I am trying to look at this as a big picture right now. We are talking about numbers at different intersections and what stop sign

is going on on Boom Street and yes, those are all important things, but we spent an hour talking about the specifics, which most of you have probably been involved with, so for me it is all new. When I look at this, the first thing I thought was, I have Highway 400, we have Highway 7, Langstaff Road, Rutherford Road, all the big intersections with overpasses over Highway 400. Small subdivisions have been put in, where we live, with homes backing right onto America Avenue or Canada Drive. I do not have one example in the Greater Toronto Area (GTA) where I can picture an overpass, like this, going through subdivisions like this. So, then I am thinking, why was this put in in the first place, or was it an after thought after the subdivisions were put in quickly in Maple? Why are we putting a big overpass? Are we trying to link these two communities? I do not have an example, so maybe you can give me one after. But we talk about, the problem will not be solved from what we see in 2021, we will still have traffic congestion on the major arterials, so we need to put this bypass in, we are saying here. But at the same time, we are doing this for the community, to link the community. It is a very valid point, I never thought about the mosque wanting to have an easy way to get to the mosque, so there is a good reason to put in this bridge, someone who lives in that neighbourhood might want to come over here. And that might ride their bikes 2 months a year. But when we look at the overall picture of what is happening, is this really benefiting the people that live there. Is this really going to benefit me, or am I going to have someone at Dufferin Street and Kirby Road trying to get to Weston Road and Major Mackenzie Drive quickly, so that they can go to the Wal-Mart because they do not want to deal with the congestion that is still going to be there at Teston Road and Major Mackenzie Drive in the future. If it does not benefit me and it would benefit everyone else, then I could appreciate it. But what I would care about then is how do I keep it safe. Because I still have my six-year old who has to cross the street on America Avenue to go stand at the bus stop every morning at 7:30, when all these cars will be passing by and I know the frustrated people will use it as a short cut. Whoever



that is will find a way of short cutting through what is a residential area. And there is not place in the GTA that I can picture that has been built like this, Avenue Road, Yonge Street, Bayview Avenue, Leslie Street. Even if we looked at Melville Avenue, this is a thruway, but there is just fences to people's backyards. And here it is just a residential area that we are going to make into a thruway, whether we like it or not. Think about it, if someone lives towards Major Mackenzie Drive, they are not going to want to bother going on Major Mackenzie Drive, they are going to say I want to go over to Cityview Boulevard somehow, so they are going to take all the little streets that have no sidewalks, which we cannot change right now because they are already built there and then all those kids that are walking to school at those peak hours are going to have, all of a sudden, a new traffic pattern. I am sure that you look at the traffic patterns, but you do not actually live there, walk and take your five-year old to school on her training wheel bike. I just think it is an after thought to say, okay 20 years later, we are putting in this bypass where people live. I do not know that there are any answers, hopefully, we can think of a good solution that is why I want to be here so if it has to be there fine, how do we make it done properly. The discussion here has not made me think that that is actually even close to happening yet, when we are worried about whether or not a stop sign is going on on Boom Road. The whole big picture has to be looked at and people live here.

Facilitator: I do not think you should over react to the stop sign. That was used as an example about here is what we were told several years ago, now you are telling us this. It was meant as an illustration of where it came from.

CLC Member: We spent a lot of time on it and as someone coming in and attending the meeting; I am just looking at whole big picture.

Facilitator: I was just trying to help you see the stop sign in a different way. You know I said earlier, everyone's opinions have value, the same as I value your opinion. As you said, are there any examples in the GTA, this is something that we need to chase. Let me see if I can get a quick response from the Team to kind of the flavour of what you are saying, like how does it really benefit us in the neighbourhood?

CLC Member: And whether it is a benefit or not, primarily for me, how do we keep ourselves safe and have a sense of community.

Study Team: I can appreciate what you are saying about the safety and the concern with children. If there are examples somewhere else in Toronto, I do not know of them, but I think it is not something that has just been thrown in after the fact as a retrofit or as a potential band-aid to a problem that we have noticed now. It is something that has been in the long-range plan that was approved originally in 1995 when the City of Vaughan looked at these 3 new large growth areas that were approved and really allowed growth to take off in the City of Vaughan. Today we are at a population of about 270,000, whereas in 1990, we were probably less than half of that, if that. The whole philosophy of the official plan policies that Blair talked about, OPA 400 and 600, these are major planning documents that go through a public process and there is a lot of transportation studies that go into figuring out if we are going to increase this population of the City of Vaughan by 3 times, how are we going to make it work from a transportation perspective. There was a lot of thought put in by the consultants who worked on those studies.

The main outcome from a transportation perspective, is that the introduction of these more porous city blocks, and when I say a city block, I mean a full concession block, which is like what we are talking here, Block 33, which is basically 1 square mile, if you want to appreciate that from a distance perspective. If we want to intensify and build these 3 new villages, that having a porous primary road network is in everyone's benefit from the community's perspective and from the overall regional perspective because it allows the communities to rely less on the regional system. There are examples in the City of Vaughan, Blair pointed out on the west side of Highway 400, there are many blocks that were approved in OPA 400 and 600, like Block 33 and pretty well all of the blocks have at least 1 or 2 east-west and north-south primary connector roads that lead from one regional road straight to the next. And they do not have a Highway 400 that crosses through them. This is unique in this situation here, but There is a primary system for one arterial to another, which allows a certain amount of traffic through there and which has deemed to be livable by the studies that were done in support of these plans. I am just trying to give you the history and the examples are there.

CLC Member: With actual homes on those streets connecting to major roads?

Study Team: Yes, an example from Rutherford Road to Major Mackenzie Drive. I live in Block 39, which is this block right here that we are in tonight, and it is not open to yet, but there will be a major north-south and east-west road between Rutherford Road and Major Mackenzie Drive and east-west between Pine Valley Drive and Weston Road, in the ultimate build-out of the block. That was always in the vision, the plan and the policies. The other thing is that these major primary systems allow for the sustainability part of the plan. It allows pedestrians to feel like they can walk, for cyclists to be able to ride, for transit to become more efficiently used. One of the main pushes that York Region and all the municipalities in the GTA; in general, there is a

huge problem, transportation wise, anyone in this room can agree. I drive home from Keele Street and Major Mackenzie Drive to Rutherford Road and Weston Road. Coming across Major Mackenzie Drive at 5:00 PM, from Keele Street to Weston Road, sometimes takes me 15 minutes, so it is a huge problem. There is a philosophy shift that has to happen here on everyone's part and the philosophy is that we need to stop relying so much on the automobile and start switching to the use of transit or more sustainable modes of transportation. That whole philosophy is built into allowing this porous network to work as well.

CLC Member: We talked about connectivity with the neighbourhood, the comment that I had was, I noticed on the map that there is no connectivity to Teston Road, the only connectivity to Teston Road is via America Avenue up to Jane Street and back onto Teston Road to the ramp. Maybe because it might be owned by the mosque, I am not quite sure why there is not that option to alleviate some of the traffic straight through. We are talking about connectivity; there is that physical block that disconnects the community there because of that. You have the bottleneck of the actual bridge and then nowhere to go from that. I wondered if that is something that could be looked at.

Study Team: You are referring to the missing link on the west end where the mosque is. I think that is all one piece of property, I am not 100% sure but the way the roads are configured in the block that is built now, it would allow that to ultimately connect. If some form of development were to be proposed on that vacant land right now, if the representative from the mosque was still here we could probably see what they are thinking and what the plans are. Now, whether or not we could factor that into the sub-area analysis with the more detailed analysis, maybe that is something that can be looked at through the additional traffic work.

Facilitator: At a minimum, we can acknowledge it in the summary and then we can see if there are additional thoughts.



CLC Member: I just wanted to make a small clarification, based on Blair's explanation, regarding the difference between America Avenue and Canada Drive. I have been to America Avenue and you have residents backing on driveways facing America Avenue. The small difference that Blair did not mention, with Canada Drive, when the bridge comes over, we have the buffer of the employment lands and Cityview Boulevard before they touch residential. Just as a clarification, so that you understand a little bit.

Study Team: You are totally correct. I was just referring to what was along Canada Drive and America Avenue.

CLC Member: Yes, it is mostly residential, but we do have that little buffer that you do not have, so that would be a huge concern, absolutely, even on Canada Drive, even though we do have a small buffer.

CLC Member: A couple of points, and I just thought of a couple of examples of overpasses in the City of Toronto, Van Horne and McNichol over Highway 404; those are very residential, if you want something to go compare to. One of things that I am just found out recently, just yesterday from a staff member of mine, the plan on Slide 29, it has a Vellore Village District Centre and a Home Depot. I just learned that that is going to be a proposed two-22 story buildings and a Wal-Mart, so, there brings more congestion. The point though that



you talked about and did studies on the congestion of Major Mackenzie Drive and Cityview Boulevard, I think we all know that as a community, I do not see what the overpass is going to do any difference. People are still going to get to those intersections, one way or another. They probably will potentially create short cuts; I use short cuts all the time, I found Van Horne and McNichol when I used to work down in that area. One question that I have, it is personally a question and a concern, your problem statement, I do not see what are you telling me as problem. To me you have to do a better job of explaining that problem, why is there a need for the bridge. You are not really giving me sufficient and adequate information here.

Facilitator: What would you expect to see in a problem statement?

CLC Member: I want to see more clear and concise, to the point information. This is fuzzy. Will not adequately accommodate the projected local traffic within and traveling between the communities, you have Teston Road, which as we know has been under construction forever. That is going to create that additional, we will call it bridge and connection of the community, why then are we looking at another small overpass right in-between? Take into consideration you have now a double, a 4-lane road of Teston Road just about to open.

CLC Member: My question is around alternative design, I am curious as to how much of a driving force the traffic component was. We talked about the multi-modal aspect, and certainly my concerns are around cycling and pedestrians and I want to see that increased. I would love to see a pedestrian bridge there. How much of a driving force would those other options be, compared with the traffic? And perhaps for the residents, would a pedestrian type bridge or cycle type bridge have similar concerns or any other types of concerns?

Study Team: I can speak to the multi-modal part. We have not looked at exclusively a pedestrian bridge because we were trying to incorporate a multi-modal approach, so vehicle, transit, cycles and pedestrians. So the short answer is, the design has factored in in terms of what it would serve, but not what it would not serve. We have not looked at just a strictly only pedestrian bridge. We have used some of the transportation information to provide justification for that multi-modal approach.

CLC Member: I noticed in the slides, it had about emergency services, so I am going to make my comments known on that. The position of the Vaughan Fire Rescue Services is we are in favour of this bridge. It would enhance our service to you. Presently Vaughan Station 77 is located approximately 100 metres east of the intersection of Cityview Boulevard. That is your primary fire station for both areas. We have Vaughan Station 72, which is at Keele Street and Rutherford Road, that is the backup for Station 77 and Station 79, which is at Islington Avenue and Rutherford Road. We also have Station 74, which is at Islington Avenue and Highway 27. When we look at Slide 24, when we look at 2009, our major choke point at this location is Major Mackenzie Drive and Jane Street. That is a very difficult intersection to get our fire trucks through from the area of the Cityview Boulevard and Major Mackenzie Drive. If we look at the slide without a number, future 2021, what we are looking at there is Cityview Boulevard is

not a problem. But take a look at all our choke points we have again appearing in this location. You can talk about Tierra Avenue and Grand Valley Boulevard, preferably, we do not like putting our fire trucks down those roads because they are very narrow roads and you talk about the ball rolling out from the street, that happens to us in the fire trucks as well. Those trucks weigh 27 tonnes and more for the aerial ladders, when we are responding to protect you. Any east-west route across Highway 400 has a great benefit to us. If you also look there, when you come into America Avenue off Cityview Boulevard, we are right in the heart of your community. Right now we have to go over to Jane Street, back up to America Avenue to come back into your community. You are adding minutes, a lot of time here. When you talk about traffic calming, really think about that as well. Because when you calm the traffic, it is very hard on our vehicles, it reduces our response time, you can add minutes, just by putting in those speed humps and raised intersections and more stop signs that are necessary. When you look at the fire truck it is our speed in; for the ambulance, it is their speed in and their speed out with your loved one going to the hospital, so just think about those things as well. I just want to go on record, as this is our position.

CLC Member: On Cunningham Drive, all along Cunningham Drive from Jane Street to the Catholic high school, they have speed humps all along, which were put in maybe 6 or 7 years ago. Personally, that slowed traffic right down because no one used that as a short cut anymore. Would that be an option for America?

Study Team: Yes, I think we need to look at all the options based on the City of Vaughan's policies, based on residents' concerns and based on emergency services. I know that there are different kinds of traffic calming measures. The vertical ones, I am assuming, are the ones that slow you down the greatest. Vertical ones, where you are kind of swerving in and out, is that a similar case?

CLC Member: It can be issue, especially when it snows; it becomes another choke point.

Study Team: They are all things that we need to look at in terms of mitigation, in terms of providing safety and reducing vehicle speeds and that kind of thing. But that is something that we need to address and I think we will in terms of the evaluation criteria. We are going to revisit these criteria, once we get to Phase 3 as well, which is the design criteria. Again, do not only focus on just the potential crossing, but let us look at the wider area as well, like the lead-in on America Avenue and Canada Drive.

CLC Member: Off Cityview Boulevard, it is designated commercial. What measures will be taken to ensure that heavy trucks do not use that bridge as a short cut through the residential, like the major, heavy trucks.

Study Team: I know in some municipalities, I am not sure in the case of the City of Vaughan, but there are restrictions, bylaw restrictions, in terms of truck traffic on local roads. Again, these are the kinds of mitigation measures that we would have to look at, the design of the road and that kind of thing to ensure that it stays to local traffic.

Facilitator: I was at a workshop a couple of weeks ago and someone said transit will not run any routes that have traffic calming measures on them.



CLC Member: Currently, it is a position of York Region Transit that wherever there are existing speed humps or vertical traffic calming measures, that we would likely not be able to consider that as a potential routing option. For many of the same reasons as what fire services has been expressing tonight as well. It basically costs us time, has impact on the vehicles, and more important is the time factor, it imposes a longer travel time for any customers that are going from point a to point b because of the reduced speed of the buses.

Facilitator: It is a kind of a catch 22, as a resident I want your emergency services and public transit, but also do not want the higher speeds of people whipping through while the kids are playing.

CLC Member: We have not heard from the police department and I would like to hear the police department go on record with their points of view. I want to add that on numerous occasions, I have spoken with Constable Shaw and he has mentioned to me that when the police department does a safety audit, with regard to a block, the number of ins and outs to that block, either hamper or help the police situation. Actually, last night we did have a situation where there was a police car on America Avenue, and maybe 3 other cruisers searching for a criminal and they did find that person. If we open up this overpass, then we have to review a new safety audit to find out how that would impact this subdivision. Can I please hear from their perspective and their situation?

CLC Member: Our position at this point in time is the same as fire and probably the same as emergency medical service responders. The overpass would definitely open up another option as far as getting east-west from the two communities. We have the same issues as far as distance travelled and response time, etc. We do not have the same issues as far as the traffic calming measures. As far the connectivity for the community and for the emergency responders, we are in favour of it in that aspect. My unit, being the

Community Oriented Response Unit, a good majority of what we do, is traffic complaints. I need to say at this point in time, yes, there will be an increase volume of traffic in the area, most likely, due to the numbers that we have seen. But that still does not change the due diligence on the part of parents and people living in the community to still maintain, to take safe measures, with regards to your own driving and behaviours. If 1 or 2 cars come through a day, you still have to have the same due diligence if 50 vehicles come through. With regards to the Crime Prevention Through Environmental Design, with Constable Shaw, I will take this back for him to address that that unfortunately is not my area of responsibility.

CLC Member: Thank you, but it is something that we have spoken about regarding this overpass. If we open up that overpass, then that means we open up another exit or entrance into the subdivision, which prevents you from doing your job correctly and to our benefit. We should examine the safety audit.

CLC Member: Absolutely, for sure. I will speak to Constable Shaw with regards to that. Going back however, I still think there is a greater benefit to the response time as far as getting from one side of Highway 400 to the other. I missing where you are saying it makes things more difficult for us.

CLC Member: When I referenced the incident last night on America Avenue, because there was no overpass, you were able to put your cruisers on America Avenue and Boom Road and catch the culprit. If that overpass was opened up, you would not have been able to do that.

CLC Member: Fair enough, sure, in that instance, I do not know the one that you are speaking about. But that is one situation, that is only one example. I think there would be a greater benefit to having that open, as far as responding to numerous calls. But I do not want to belabour that point. I will definitely have Constable Shaw speak to that and investigate that further.

CLC Member: Are you expecting more accidents and small crimes like speeding, injuries on the America Avenue after this bridge will be open, given the fact that there will be almost 3 times more traffic coming.

CLC Member: I am sure with the increased number of vehicles, the potential for the increase in all of those things is there. Unfortunately, I cannot speak to that. I think that is most likely better for the police, in concert with people from the City of Vaughan to address that.

CLC Member: It would be common sense that the number of accidents and small injuries or even some bad will increase and not decrease with the amount of traffic.

CLC Member: I do not think I could fairly answer that question.

Facilitator: You asked the question, the Sergeant says he is not sure he could answer.

CLC Member: But most likely he said, it will increase.

CLC Tier 2 Member: I would like to know where the money is coming from for this bridge since we have Teston Road, and as Teston Road is opened, then we are going to see traffic being able to use Teston Road. And since we are seeing our taxes going up every year, where is the money coming from for this bridge?

Study Team: That is a good question. One of the philosophies throughout all of Ontario is that development pays for development and that is legislated by the Development Charges Act. This particular project here is an approved capital project, in terms of the EA Study at this point and it is also



approved in our existing development charges bylaw for the City of Vaughan. This means that it is citywide benefit to all the development that is occurring and all of the developers and development applications that are proceeding are contributing to the cost to construct this bridge. The money for the upfront capital costs is not coming from tax dollars. However, the long-term maintenance and operation of the bridge will come out of the City's operating and public works budget.

CLC Member: There was a lot of talk about schools being built on the other side, most likely no one from the east side will be able to attend the west side and that is a fact. If you are aware of the policy, you will not be able to. Putting emphasis on the schools on the other side is a waste of time.

Facilitator: I will ask the consultants prior to the 16th to double check to see if that has an impact and if it does not, we should not have it in there.

Session 3: Next Steps – April 16 Public Information Forum

Blair Shoniker: I just want to wrap up quickly with the next steps in the process so that everyone is aware. We are holding the first PIF on April 16th. Everyone will receive a notice of the PIF, so look for that. There will also be ads in the newspaper again. We will do that again for the CLC meeting, you will receive your personal notifications, which we intend to hold in the late summer of 2009 and that is where we are going to show the alternative design concepts after we have presented the recommended alternative solution at the first PIF, coming up on April 16. We are going to present Phases 1 and 2, like we have today with the recommended alternative solution at the first PIF. Again, the second one will follow the CLC meeting that we will have in the late summer, and again, notification will be sent out for that as required. At our third CLC meeting, we will present the draft findings for the ESR. And then we are anticipating to post the ESR on public record in late fall of 2009. Our next meeting of the CLC will probably be in mid September. We will keep you updated as stuff goes.

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Session 3 – Next Steps



 North Maple Community Bridge Class EA 

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Next Steps

- Public Information Forum #1 – April 16, 2009
 - Present Phases 1 and 2 of the Class EA process
 - Present a Recommended Alternative Solution
- CLC Meeting #2 – Late Summer 2009
- Undertake Phase 3 – Identify and Evaluate Alternative Design Concepts for the Preferred Alternative Solution
- Public Information Forum #2 – Early Fall 2009
- CLC Meeting #3 – Fall 2009
- Undertake Phase 4 – Summarize the planning and decision-making processes undertaken through Phases 1-3 and document in the Environmental Study Report (ESR)
- Post ESR on Public Record for 30 Calendar Day Review – Late Fall 2009

 North Maple Community Bridge Class EA 

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Project Contacts

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 North Maple Community Bridge Class EA 

Wrap-Up

Facilitator: So, with that, let me thank you all. Excellent evening. We appreciate you giving us the evening and please make sure you give us your forms if you have any “I didn’t get a chance to say...” or evaluation forms, we would love to have them. I will now officially adjourn us.



ing Errors or Omissions

“I didn’t get a chance to say…”

Form #1: Block 33 East – 400 Plan slide is not the original plan. There was a second and third crossing – one off of Tierra Avenue and one through Vellore Woods. These subdivisions have not changed on Block 33 East. All other east/west overpasses through existing subdivisions have been cancelled, i.e. Vellore Woods and Tierra Avenue. Emergency services – would use major roads, not small subdivision roads? Why is north end of Wonderland not an option? Why is this already an approved capital expenditure if it is not agreed to at this point?

Form #2: Re: money. If the overpass is not built does the City have to return the development funds that were collected back to the developers? (Maybe due to some type of legal agreement?) This could be a conflict of interest?

Form #3: If the overpass is built, will there be a police presence on America Avenue to curtail the problem of speeding and unsafe driving on the road?

Form #4: 1. Existing traffic patterns are skewed. Mehemed admitted that existing numbers did not include the effect of a closed Teston Road. Hence, Jane Street and Major Mackenzie Drive, for example, is currently congested because Teston Road is closed. 2. i) West side of Block 33 is commercial. What measures are going to be taken to prevent major commercial trucks from crossing the bridge as a “short cut”? ii) Intersection of John Deisman Boulevard and America Avenue – stop lights? Catholic children need to cross America Avenue to get to St. James. iii) Speed humps all along Canada Drive and America Avenue possible. 3. Artist conception – will that be available at the public debates?

Form #5: We were trying to determine if there were any other similar scenarios in other municipalities regarding a linking bridge or road. Michael Frieri mentioned that the City does look to put connecting north-south and east-west roads within Blocks. While our situation is unique in that it is a bridge that goes over the 400, I was wondering what the comparison would be to Napa Valley that runs through the subdivision. I believe that is a wider road passing through with homes facing the road. I don’t know if transit runs through here, but I’m curious if accident rates are higher along that road, what traffic calming measures exist, how is response time for emergency services. Also, what effect would this bridge in Block 33 have on property values?

Form #6: Confirm whether or not traffic impact study – done without Teston Road? Since under construction and/or was it done when Teston Road was still one lane rural road. Is it a true traffic impact study if people are using alternate routes that their usual routes? Does this thing change anything? Did not get specifics on the detailed information regarding how the proposed bridge and adjoining roads will “reflect” the sense of community and the “local character and pace”. How can it be a bridge (if necessary) built FOR the residents? When discussing connectivity – shouldn’t the “missing link” to Teston Road via Ahmadiyya be created (purchased) to further link the neighbourhood and alleviate the bottleneck of America Avenue on the east side of Highway 400? (As part of the project).

Form #7:

Diane Rembacz
Resident Block 33 East
208 America Avenue
Maple, ON L6A 3E8

March 26, 2009

Mr. Robb Ogilvie
Managing Partner
Ogilvie, Ogilvie & Company
508 Pefferlaw Road
Pefferlaw, ON L0E 1N0

North Maple Community Bridge

Background

Please keep in mind that when the houses were being sold there was no site plan available in the sales office for the potential residents to view. We were given an incorrect map that did not show any depiction of how the roads were laid out in the subdivision. There was no city official or any city councilor who stepped foot into the sales office to check if there was a site plan on display.

The residents who purchased their homes adjacent to the overpass and directly in front of it were promised a park – not a road and not a bridge. This happened because there was no official site plan available to the residents at the time of purchase.

There are two homes on either side of the overpass where the property lines are directly against the proposed overpass. These homes have fencing erected that is very close to where the side walk may possibly go. Their immediate welfare and condition of living must be taken into consideration as a priority before any other issues will be compared. The direct impact of the overpass on the living conditions of the people located directly next to, or opposite of this overpass must be explored in each and every issue that is considered as part of the environmental assessment to quantify the impact it will have on their current living situation.

Discussion

Please find below some areas which I have determined as valuable points for discussion regarding the overpass what impact it will have on the residents in Block 33 East.

York Region Official Plan

Page 5 – Chapter 2

What is the position of the conservation authority on the impact of this bridge on Block 33E, i.e. will any underground aquifers be effected?

Land – Section 2.1 and 2.2

Green space to urban space ration – how is it being protected and has it been protected? Is the amount of green space in 33 E being affected by the reduction in green space because this area was supposed to be designated as a park.

Section 2.3

The goal of the official plan is to encourage and support the conservation of significant landscapes and views and vistas. Is this being done on behalf of the residents that now live directly next to the overpass or across from it?

Air Quality - Section 2.4

Does this fit in with the air quality standard of the official plan? By increasing traffic flow we increase CO2 levels in the air. We will be adding another street to drive on. The CO2 levels will increase for all of the residents who are breathing in the exhaust from the vehicles passing by their bedroom windows. They will not be able to open their windows to get fresh air into their homes.

Transit Section 6 (f) pg 89

Current bus routes are running $\frac{3}{4}$ empty all the time. This shows a redundancy in the program. Bus routes need to stick to arterial roads to pick up more passengers and allow for links to be made to the TTC.

Section 6.6

Goods movement is satisfied by Teston Road. Tractor trailers and cube vans have no business in Block 33 E or the next block over. All retail is centered at Jane and Major Mackenzie and all the light industrial is located in block 33 West. Block 33 East has no business or trade to transact.

Section 1 – pg 96

Sewage & Water: how will this bridge impact the current sewage plan? There are problems in the plan towards the southern end of block 33 E. How will the water runoff impact the Sewer Water Management Ponds – and how does the local conservation authority view this impact?

Section 7.7 – pg 109 (b)

Since its enactment the environment of the OPA 600 has changed. There have been many amendments to allow for changes. The OPA 600 must now, be re-examined for its validity. Some of the recommendations have taken place but have not been fully executed like the Teston Road interchange and the overpass at Hwy 7. Until the transportation studies have been done on their validity and working order then the America Avenue Overpass should not be implemented because it could be viewed as redundant and only transportation studies can show this.

Other Points of Consideration

Something to keep in mind: Reinventing the Transportation Study – conclusion requires changing the way transportation professionals approach problems, i.e.: the lack of use of current bus service. Why not encourage use of busses on arterial roads and provide “Express Bus Service” linking with TTC Subway instead of the Vaughan Mills Mall. A very good example of this is the Mississauga Transit system – their busses are always full.

Transportation Studies: [Criteria]

- Why is the Teston overpass/interchange not available for use or complete before the America Ave Overpass? Why is Hwy 7 bypass not complete before America Ave Overpass? Those must be completed before America Overpass can be considered.
- Traffic calming measures must be increased on America Avenue.
- What is the current traffic count compared to the forecasted amount with Teston Road off ramp in consideration.
- What type of vehicles will be allowed – no trucks, only cars and light duty vans must be allowed on America Avenue.
- Barrier must be erected for height restrictions at the entrance to the bridge
- Traffic density must be considered – the block that has remained relatively quiet will become noisier and less safe. Many of the houses on America Avenue have their front step directly on the sidewalk and are located within the boulevard portion their property. Again, as mentioned

previously, it was not disclosed to residents at the time of purchasing their home, how far away their front door would be from the sidewalk. The sales agents were very good and not disclosing this information to the buyer. This is also true for other homes in the block where frontage abuts the sidewalk.

- Block 33 West and 33 East are not complete subdivisions so why are the transportation studies going to be based on forecasted models and not actual numbers. Whatever will be placed at the end of America Ave will directly affect the traffic flow on America Ave. This parcel of land is currently proposed for a Public High School – so children's safety will be impacted. An example of this is McNaughton Road and St. Joan of Arc where the speed limit is 40 and is patrolled.

Speed Studies: [Criteria]

- Will the rise of the angle of the pavement cause stopping problems at the stop sign at John Deisman & America at the bottom of the bridge? A good example here a person's home and location to high speed intersection with a stop sign caused stopping problems is Park Lawn in Toronto. A house was driven into by cars not once but twice and later condemned this winter season. There are two houses at the base of this bridge that have the potential of cars colliding into them.
- Will barriers be erected to prevent cars from driving off the edge into the residents homes below?

Shadow Studies

Homes next to the overpass and across from it will be impacted by daylight or lack thereof.

Shadow studies are necessary to assess the impact the structure will have on these residents living conditions.

Noise Pollution Study

Must be completed

Fire Code Safety Study

Homes are located with close proximity of the overpass – flying debris may fly into these homes off of the overpass and impact them. What are the restrictions? Is there any possibility for barriers to be erected on the overpass to protect the residents from flying debris?

Chemical Environmental Impact

What type of deicing and snow removal will be planning for this bridge and will these chemicals seep into the water supply or people's homes that live adjacent to or in front of the overpass.

Lighting study

Light will impact people's homes – It may become too bright for these people who live next to or in front of the overpass to tolerate.

Safety Study

Police regard a subdivision that has limited amount of access to be safer than others because the amount of exit points is minimal and therefore can be contained. If the overpass is erected then how will this impact the safety of the residents? The overpass will create another opening and allow for the criminal being chased to have another exit that would be harder to close off because it is on the other side of the highway in Block 33W.

EMS response time

There is no point in having a quick response time for EMS and fire department if when the patient arrives at York Central Hospital they are rerouted because the hospital is full and cannot handle added capacity. Other avenues of providing quality care to the residents in Block 33 E must be explored like the possibility of having an ambulance substation located at the base of the dump after it becomes a park in a first aid station with public access.

Please do not hesitate to contact me with regard to my submission at n.a.p.s@hotmail.com or 905-417-4700.

Sincerely,

Diane Rembacz

Facilitator's Draft Pending Errors or Omissions