

Comments/ Questions

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Safety of Children

- ***Parents feel that the increased traffic brought on by the bridge will be dangerous to their children.***
- ***Bridge will take away playground and safe area where the children play***
- ***Has any consideration been given to safety and in particularly fatality to children as part of the EA?***

Both the City and the Project Team understand and appreciate the importance of safety. The Project Team welcomes all input from residents who reside within the area that can provide important local knowledge on current problems, as well as the types of mitigation measures they would like to see implemented. Consideration has been given to safety as pedestrian and citizen safety was on of the criteria used in the evaluation of alternative solutions during Phase 2 and Alternative Design Concepts during Phase 3 of the Class EA process.

Based on the full build-out of the Block the Traffic Report predicts that 330 vehicles will utilize the overpass in the AM peak hour (approx. 7am – 9am) and 485 vehicles will utilize the overpass in the PM peak hour (3pm – 6pm) in both directions. Numerous mitigation measures have been proposed which will contribute to safety such as sidewalks, all-way stop signs, intersection signalization, streetlights, guide rails, a reduced pavement width and a shared / dedicated bicycle lane. The preferred alternative recommends extending the existing sidewalk on America Avenue, on the north and south side, across the overpass to Canada Drive and as far as Cityview Boulevard. All-way stop signs have been proposed for the intersection of John Deisman Boulevard and America Avenue and a fully signalized intersection is proposed for Canada Drive and Cityview Boulevard. Streetlights exist on America Avenue and have been proposed to continue on the north and south side of the road along the length of the approaches and the overpass itself. Guide rails extend east and west on both sides of the road, beyond the actual bridge structure to provide a safe separation between vehicular traffic and pedestrian travel. The preferred alternative proposes the minimum allowable pavement width between John Deisman Boulevard and Cityview Boulevard and is intended to encourage a reduction in traffic related speeding. The Project Team has analyzed the feasibility of passive traffic calming measures such as on-street parking and shared / dedicated bike lanes, for the approaches to the overpass and for the overpass itself, and has recommended implementation of these measures as part of the preferred alternative.

As part of the subdivision approval process parcels of land on the east and west side of Highway No. 400 were dedicated to the City as a municipal right-of-way. These lands were pre-graded and the overpass approaches were defined with the intention of constructing a future overpass. The overpass will be constructed within an existing municipal owned right-of way.

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- ***If a safety study was conducted, then the project team should know how many people have been killed in Block 33.***

Although a Safety Study was not conducted as part of this Study, safety is regarded as a very high priority in the Class EA process and was one of the criteria used in determining the preferred alternative. Transportation Staff at the City have confirmed that to date there have been no pedestrian fatalities within the America Avenue right-of-way. However, York Region Staff have confirmed that to date, there have been two pedestrian fatalities within the Jane Street Regional right-of-way at America Avenue. The first occurred in November 2000 and the second in March 2004.

- ***The proposed 7.5% slope for the bridge is not safe and parents would not allow their kids to bike on a bridge with such a steep slope.***

Although the bridge exceeds the recommended maximum 6.0% gradient by 1.5% the Ministry of Transportation Ontario (MTO) has accepted the preferred overpass design in principal. The MTO has approved a similarly designed overpass, with a 7.5% slope, in Vaughan traversing Highway 400 on Portage Parkway in the Highway No. 7 and Weston Road area. The higher gradient is not ideal but it is well within an acceptable engineering design tolerance. An increased level of attention will be placed on maintaining the overpass and its approaches during winter operations.

Cost

- ***How much will the bridge cost and who is paying for it?***

The current preferred alternative will cost an estimated \$7.5 million based on the estimate prepared in early 2010. The overpass is a development / growth related project and will be funded via city-wide development charge funds collected from new developments within the City. The Development Charges (DC) Act requires that a municipality update its development charge by-law every 5 years (maximum number of years between updates). The City first included this project in its City-Wide Development Charges Background Study prepared by Hemson Consulting Limited dated August 6, 1999. The project was carried forward to the subsequent Development Charges Background Study update in August of 2003 prepared by Hemson Consulting Limited. The project was again included in the latest update to the Development Charges Background Study prepared by Hemson Consulting Limited in August 2008 at a total estimated cost of \$6.1 million.

- ***How will the City meet the difference between developers money from 2000? Where will the additional funds come from and who makes up for this short fall?***

The difference between the actual construction cost and the most current estimated cost (\$6.1 million in the 2008 update) will be added to a subsequent city-wide development charges by-law update. We anticipate that the next DC update will be completed upon approval of the new city-wide official plan sometime in 2011.

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- ***\$7 million should be used to build more parks and green space for the children of the area or into the hospital.***

The city-wide development charge funds were applied to various engineering projects including this Block 33 mid-block collector and cannot be transferred to non growth-related projects such as the hospital or parks or green spaces.

- ***How will a bridge be built over a 10 lane highway for \$4.5 million?***

The \$4.5 million estimated cost was a figure mentioned very early in the process prior to finalizing a preliminary preferred alternative and was only a preliminary estimate. This did not consider input from the MTO. The preliminary preferred alternative was submitted to the MTO in mid 2009 by AECOM. Design requirements / comments received from the MTO (including a requirement for a 5.0 metre clearance between the existing finished asphalt on Highway No. 400 and the underside of the overpass structure) and a longer bridge span to accommodate an imminent highway widening to 10 lanes and ultimate widening to 12 lanes, and the completion of a more detailed cost analysis based on the preliminary preferred alternative, all contributed to the cost increase to \$7.5 million. A more definite detailed design and construction cost can only be determined once the EA is finalized, mitigation measures have been determined, and detailed design of the overpass is completed.

Weight Capacity of the Bridge

- ***What will the weight capacity of the bridge be?***
- ***If transport trucks will be able to cross the bridge, this runs counter to the purpose of the bridge being for the community.***
- ***What are the design specifications to ensure that no trucks cross the roads?***

The overpass will be designed and constructed to meet the design requirements stipulated in the Ontario Highway Bridge Design Code. The overpass will be designed to support the weight load of all vehicle types including transit and emergency service vehicles.

Commercial vehicle restriction enforcement has been considered. Its validity will be assessed as part of the Study and a recommendation will be included in the Environmental Study Report (ESR). As well, there are mechanisms in the Municipal Act enabling local municipalities the authority to enact by-law(s) to prohibit large vehicles from utilizing local roads. This is an option the City is considering via the Class EA process as a mitigation measure. Additional mitigation measures such as traffic calming have been considered in the design of the preliminary preferred alternative.

Value of Homes / Purchasing Contracts

- ***Bridge too close to houses, will decrease value.***

There are various factors that determine property values including geographic location; proximity to public transportation, schools, shopping centres and community facilities; condition of property; market demands; etc. While some argue that property values may decrease as a result of providing a roadway /

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transit connection through Block 33, other determining factors including increased opportunity for transit and connectivity to key areas throughout the City may increase property values in the immediate area.

For example, location-specific factors that may affect an investor's risk perceptions have to do with the stage of development of an area. An investor may consider the purchase of a property in an area with little development, infrastructure, and supporting services as more risky, compared to a property located in a fully developed neighbourhood.

In general, urban development land areas such as those that are currently underway in Block 33 (and in many other areas of Vaughan and York Region) have further growth potential with the addition of new land uses that will make them more *comprehensive and/or specialized*. This will encourage and enhance cultural, social and recreational facility development completing the full spectrum of land uses found in mature urban areas. This type of development is said to have a significant value-increase potential which essentially will boost property values.

As there are many elements which determine property value, it cannot be stated with certainty that this proposed connection would be attributable to influencing property values, one way or the other.

• ***Why weren't the residents notified of this project when they purchased their houses?***

The proposed crossing is identified in all of the following publically available and accessible documents:

1. Official Plan Amendment 400 and its update, Official Plan Amendment 600 (Current City Official Plan)
2. Block Land-Use Plan for Block 33 East and Block 33 West
3. Development Charge By-Laws and Background Studies dated August 1998, 2003 and 2008
4. 2006 Approved Capital Budget identifies current Class Environmental Assessment Study Project.

As well, the approach in Block 33 East was pregraded to increase awareness of the future overpass:

1. Specific "Warning Clause" in the Block 33 West Subdivision Agreements
2. Subdivision Agreement for Columbus Trail Subdivision 19T-96V10 Phase 1 and 2 – Sections 19.2 and 19.3 "Notice to Purchasers" and associated Engineering Drawings. The agreement states that the Owner (developer and/or builder) shall display the relevant Official Plan Amendment and Land Use Plan identifying the proposed and future land uses including proposed road extensions in the Plan, any proposed highways and hydro transmission lines within 500 metres of the Plan, including interchange and tower locations. As well, it was the owners responsibility to indicate, on every copy of the Plan prepared for display or distribution, the location of existing and proposed berms and fencing along lot boundaries, sidewalks, walkways, bicycle paths, road extensions, possible future transit routes, railway lines and community mailboxes.

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Environmental Effects

- **Noise and pollution in the community will increase**

The City will ensure that appropriate mitigation measures are in place prior to any construction taking place and that all applicable standards are met. Some examples of possible standard mitigation measures for dust, fumes and noise during construction include the following:

Dust Pollution:

- Dust and debris control measures may include applying water to control dust emissions, and ensuring that soil disturbances during dry periods are kept to a minimum;
- Construction techniques may employ low dust generating construction techniques/ equipment and wet type blades and grinders where asphalt sawing or concrete sawing/ grinding is required.

Air Quality:

- Equipment should be maintained in an operating condition that maintains low emission rates and operated only as required;
- Ministry of Environment (MOE) criteria for noxious gases and particulate matter are not expected to be exceeding as long as the recommended mitigation measures are employed.

Environmental pollution:

- In regards to pollution, no significant change is expected, as air contaminants emitted from vehicles will drift downwind and disperse as they travel. Contaminant concentrations depend on a variety of factors, including weather conditions and the distance from the infrastructure.

Noise Pollution:

- Construction will be limited to day time hours;
- In terms of noise levels, these are not expected to change as previous studies have identified that Highway 400 and the surrounding major arterial roadways are the dominant noise sources within the area. In fact, Highway 400 was identified as being the most significant noise source for road traffic. Traffic will continue at the same rate and flow on America Ave and Canada Drive as currently exists and thus, the current noise levels will remain. This will continue to be analyzed throughout the Class EA process, as there may be potential for mitigation through specific noise attenuation measures, should this be warranted.

Need for Bridge

- **Major Mackenzie and Teston Road are sufficient to handle the traffic**

Major Mackenzie Drive and Teston Road are Regional roads are intended to provide a long-distance east-west connection within the City of Vaughan and the Region of York for commuter traffic. The existing roads (America Avenue and Canada Drive) are local roads, which are intended to deal with local traffic. By providing the road connection between Block 33 East and West, via the proposed North Maple

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Community Bridge, residents can utilize a local road to navigate between the east and west side of Highway No. 400.

- **Community members see no need for bridge**

There is an established need for a primary road connection over Highway 400 within Block 33 to improve the efficiency of the transportation network for the Block as well as the surrounding area. Currently, residents in the area must utilize major arterial roads to move from one side of Highway 400 to the other resulting in poor transportation efficiency and connectivity for personal vehicles, public transit, cycling and pedestrian traffic.

The need for a primary crossing of Highway 400 has been established at the planning level through the following policies/ studies. These include:

- ▶ Vaughan Official Plan Amendment (OPA) 400 & 600 and related Transportation Studies
- ▶ Vaughan OPA 650 – Vellore Village District Centre
- ▶ Block 33 (East and West) Planning Basis Reports and Transportation Studies
- ▶ City of Vaughan's Pedestrian and Bicycle Master Plan
- ▶ York Region's Transportation Master Plan
- ▶ Provincial Policy Statement (PPS)
- ▶ York Region Official Plan

Policies and Plans have been established in order to ensure that an optimized transportation network for both the Region of York and the City of Vaughan is implemented. We have previously highlighted the studies below and have included this again to provide a study background and rationale for this project:

OPA 400

- At the municipal level, Official Plan Amendment 400, the predecessor to OPA 600 was adopted by the City in 1995 and was formally approved by the Ontario Minister of Housing and Municipal Affairs in 1996. Within OPA 400 and 600 the majority of the required transportation infrastructure for Block 33 was approved and documented prior to any residential and/or commercial development.
- During the planning process for Block 33 (East) the City identified key infrastructure requirements such as the need to produce an efficient internal road system with linkages to the existing and planned external road systems. Specifically, the Block Plan has designated a northerly east/west primary road across Highway No. 400, connecting Block 33 East with Block 33 West. As stated in the Consolidated Block Plan Report approved by the City of Vaughan in 1996:

“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 transportation system proposed, can accommodate the development planned for Block 33 (East).” (Section 2.3.3.1 (1))

- The supporting transportation report included as part of the original Block Plan submission states that:

“Street ‘B’ (Canada Drive) is intended to be the main east-west primary road that will eventually connect to America Drive in Block 33 (East), over Highway 400. Street ‘B’ also serves as a

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mid-block gateway into Block 33 west and provides access to the Neighbourhood Commercial Centre.”

- In addition, the overall transit program envisaged by OPA No. 400 will be accommodated by this proposed connection.

OPA 600

- OPA 600 was undertaken as way of reviewing the effectiveness of OPA 400. OPA 600 determined that the policies in OPA 400 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. One of the main objectives was to perform a transportation study to develop a citywide strategy to determine the needs of existing development, which could anticipate future development patterns and encourage transit use:

“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)

- This system of primary roads is intended to carry a lower volume of traffic than a typical mid-block collector. OPA 600 goes on to state that wherever possible, the primary road network has been extended through more than one block to facilitate local traffic in order to make travel possible over longer distances without adding to traffic on the arterial road network.
- The transportation policies of OPA 600 reflect the City’s intent to provide efficient, functional transportation services and facilities while also encouraging public transit and pedestrian friendly travel:

“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))

- The proposed connection will offer an alternative to Teston Rd, Major Mackenzie Drive, Weston Road and Jane St, and will encourage such forms of travel.

OPA 650

- OPA 650 was implemented to build on OPA 600 and further define and establish policies relating to the future development of the Vellore Village District Centre. The Vellore Village District Centre is intended to be the focus of the highest intensity land uses within the Vellore Community. These land uses include low-rise residential and a range of retail and office commercial uses. Vellore Village District Centre is centrally located at the intersection of Major Mackenzie Drive and Weston Road – a portion of this is within the study area of the North Maple Community Bridge. This location allows for the District Centre to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Vellore community.

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- A major element of the Vellore Village District Centre is that it provides support for transit within the Centre, as well as the surrounding areas, including Block 33 East and West. OPA 650 states that:
“A crucial element in the establishment of the Vellore Village District Centre and its long term success, will be its establishment as a hub for local transit facilities serving the Vellore community and linked to inter-regional and regional transit services”
- The local road network within Block 33 West will eventually feed into the Vellore Village District Centre (i.e. the connection of Vellore Park Blvd and Starling Blvd), allowing for local residents to access a variety of commercial uses and the transportation hub. Further, by providing the connection between America Avenue and Canada Drive, Block 33 East residents would be able to access the Vellore Village District Centre in a more efficient manner, by personal vehicle, bicycle or walking.
- The above point is further supported by OPA 650 as follows:
*“The local road network within the Vellore Village District Centre will:
Enhance the primary road grid network and provide appropriate connections to the primary and arterial network serving the Vellore Community”*

City of Vaughan's Pedestrian and Bicycle Master Plan

- This plan visually depicts the connection between Canada Drive and America Avenue as a local road designation.
- This connection is a key component of the Block 33 multi-modal transportation system, which includes personal vehicles, cyclists, pedestrians and transit. It also provides for community connectivity with other public services and amenities and allows for accessibility for emergency services.

York Region's Transportation Master Plan

- In York Region's Transportation Master Plan as recently updated in 2009, a survey was given to over 1,000 York Region residents whom identified transportation and traffic congestion to be the most important issues in York Region.
- The Regional Transportation Master Plan has incorporated a road pattern within the Study Area that is based on a grid pattern and the Block Plan protects for a mid-block connector that will connect Block 33 East with Block 33 West, over Highway 400. The Transportation Master Plan has a number of policies to support the establishment and protection of local mid-block freeway crossings:

*“(Municipalities should) Undertake future studies to....review, designate and protect rights-of-way for potential mid-block collectors across freeways.”
(Section 3.4.7)*

Metrolinx's Regional Transportation Plan (RTP)

- Metrolinx's Regional Transportation Plan (RTP) named The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA), identifies congestion to be one of the main problems

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in the GTHA. The plan highlights the principle economic and social costs of congestion, which include:

- ▶ costs of reduced economic output and accompanying job loss;
 - ▶ costs of travel delays for auto and transit users and the unreliability of trip times;
 - ▶ vehicle operating costs associated with higher traffic volumes;
 - ▶ environmental costs of vehicle emissions; and
 - ▶ social and economic costs of the higher frequency of accidents.
- According to a study commissioned by Metrolinx on the economic costs of congestion in the GTHA, in 2006 the annual cost of congestion to commuters was \$3.3 billion and the annual cost to the economy was \$2.7 billion.

By providing this mid-block connection, individuals within the area will be able to move in a more efficient manner and achieve some of the objectives of the Metrolinx RTP.

Provincial Policy Statement (PPS)

- Section 1 of the Provincial Policy Statement (PPS) outlines general goals and objectives for the development of strong communities. The Planning Act requires that municipalities have regard for the PPS which encourages growth in urban areas through “achieving densities that efficiently use land, resources, infrastructure, public transit, and public service facilities.
- As part of conformity to the PPS, the Block 33 Plan encourages and protects for an effective transportation network that will facilitate a connection for Block 33 West and East, promotes public transit and is intended to accommodate future automobile traffic generated by the development of these lands.
- ***A cycling lane for approximately 5 months of the year does not justify a new bridge***

The overpass will serve as a multi-modal community linkage to encourage pedestrian travel, cycling and transit use. Further to this, the overpass allows vehicular movement via local roads between communities.

- ***The City only has a certain amount of money for all their projects. Why would they put the money into this bridge when there are other projects, like the hospital that are in more need?***

The overpass was identified as a development charge project as early as 1998 in the City’s Development Charge By-law update. The project has been carried forward to the latest version of the by-law in August 2008. In accordance with the Development Charges Act, funds collected from new development are not transferrable to non-growth related projects such as a hospital.

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Traffic / Noise Studies

- ***Previous studies are not sufficient to convince Block 33 members of need for bridge***

The latest Traffic Report was provided to CLC members on March 24, 2010 for review and is available on the projects dedicated website www.northmaplebridge.ca. The City is actively working with CLC members to arrange a meeting in the near future to discuss any concerns they may have with the draft Traffic Report.

- ***Demanding another traffic study for Teston Road as promised in the Fall***

A traffic study was completed and has been posted on the project website. The City has requested recent traffic data / counts from the Region of York to confirm that the base assumptions for Teston Road, in the most current draft traffic report, reflect current existing conditions.

- ***The Teston Road traffic study must be included in this study***

Future estimates and traffic volumes for Teston Road were included in the Traffic Study. The Teston Road interchange was constructed by the Region of York and opened as of September 2009. With regards to traffic projections for this project, turning movement traffic model volumes were revised with the Teston Road ramp open and presented in the first Public Information Forum (PIF). This traffic information is posted and can be viewed on the project's website www.northmaplebridge.ca.

- ***Community members want a traffic study for the proposed Hospital entrance factored into this Class EA***

A traffic study is currently being completed for the Hospital Campus and will be reviewed by the Study Team. The conclusions and recommendations of the Hospital Campus traffic study will be factored into the traffic analysis for the North Maple Community Bridge, where appropriate. It is important to note that there is no planned connection between the hospital campus and Block 33 East. Access to the hospital will be gained via Regional roads (Major Mackenzie Drive and Jane Street).

- ***Community members want a noise study for the proposed bridge and concrete answers from the noise/pollution study***

The project team is relying on noise studies completed as part of the Block Plan process and as part of the Draft Plan of Subdivision process for all approved developments in Block 33 East and West. The Project Team will however have their noise expert look at the proposed Alternative Design Concept to determine if noise levels would be increased as a result of implementation.

- ***How many cars would be going over the bridge per hour?***

There are approximately 4,600 residential units currently projected to be built within Block 33 (East and West) in total. The estimation from the traffic model reveals about 330 vehicles in AM peak hour (7am-9am) and 485 vehicles in PM peak hour (3pm-6pm) in both directions along the proposed overpass.

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- ***The bridge is proposed as a community bridge and to provide an east-west connection. Can you suggest what will make residents want to go to the other side? Residents can take Teston Road to get there and do not need the bridge.***

OPA 650 was implemented to build on OPA 600 and further define and establish policies relating to the future development of the Vellore Village District Centre. The Vellore Village District Centre is intended to be the focus of the highest intensity land uses within the Vellore Community. These land uses include low-rise residential and a range of retail and office commercial uses. Vellore Village District Centre is centrally located at the intersection of Major Mackenzie Drive and Weston Road – a portion of this is within the study area of the North Maple Community Bridge. This location allows for the District Centre to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Vellore community.

A major element of the Vellore Village District Centre is that it provides support for transit within the Centre, as well as the surrounding areas, including Block 33 East and West. OPA 650 states that:

“A crucial element in the establishment of the Vellore Village District Centre and its long term success, will be its establishment as a hub for local transit facilities serving the Vellore community and linked to inter-regional and regional transit services”

The local road network within Block 33 West will eventually feed into the Vellore Village District Centre (i.e. the connection of Vellore Park Blvd and Starling Blvd), allowing for local residents to access a variety of commercial uses and the transportation hub. Further, by providing the connection between America Avenue and Canada Drive, Block 33 East residents would be able to access the Vellore Village District Centre in a more efficient manner, by personal vehicle, bicycle or walking.

The above point is further supported by OPA 650 as follows:

“The local road network within the Vellore Village District Centre will:

Enhance the primary road grid network and provide appropriate connections to the primary and arterial network serving the Vellore Community”

Completion of Bridge

- ***When will the bridge construction be completed? If the EA is not endorsed, what will happen to this project?***

The Project is currently within Phases 3 and 4 of the Class EA process and the Consultant has identified the alternative design concepts for the preferred solution and is compiling the information required to prepare the draft Environmental Study Report (ESR), Phase 4. Subsequent to this, City Council will be requested to endorse the ESR, via Council resolution, prior to the Class EA proceeding to Phase 5, implementation and construction. The actual construction of the bridge, thereafter, may take anywhere from 1-2 years from the time of approval. If the Class EA is not endorsed by Council further direction will be given to staff as to how the process will progress to completion.

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Alternatives

- ***The future hospital should be the main focus of the road expansion.***

A traffic study is currently being completed for the Hospital Campus. It is important to note that there is no planned connection between the hospital campus and Block 33 East. Access to the hospital will be gained via Regional roads (Major Mackenzie Drive and Jane Street). From a transportation perspective, given that there will be no direct connection between the hospital and Block 33 East, the two parcels of land should be viewed as independent.

- ***A 5th option should be considered to run the bridge over the north side of the proposed hospital. This fifth option is within the study area, will do the same job, and meets all current approved plans. This option would also relieve tension with Block 33 community members.***

The Project Team has analyzed the 5th option. From a transportation perspective, the intent was to construct a mid-block overpass to connect the local roads. The approved transportation studies for the Block recommended the connection between America Avenue and Canada Drive. The approaches were included in the detailed design of the Block and were pregraded as such and the required land to construct the overpass was transferred to the City. There will not be a connection between the hospital lands and Block 33 East. The hospital accesses will be via Major Mackenzie Drive and Jane Street. Therefore, the local connectivity between Block's 33 East and West would be nonexistent and residents would revert back to a regional road to access the overpass. As well, land ownership is an issue given that the lands in question are privately owned, and in Block 33 West those lands currently have a development application in for review.

- ***At the first CLC meeting, CLC members asked for the 5th option, CLC members did not hear from the project team for 12 months***

The City and Project Team understand the frustration in lack of response time in relation to this comment. Although a formal response was not provided to CLC members shortly after the first CLC meeting due to other on-going workload issues, the alternative was considered. As noted above, this alternative is not feasible due to:

- geographic location within Block 33;
 - private land ownership issues;
 - grading constraints;
 - local roadway constraints, as the existing local roadways within the Block have not been constructed to accommodate an overpass at this location;
 - non-conformance with conclusions and recommendations in transportation studies completed for Block 33;
 - significant over-all project cost increases; and
 - does not satisfy the problem / opportunity statement for this study.
- ***What is the justification for the four alternative options presented?***

The justification was provided in the evaluation matrices for the Alternative Solutions. This was posted on the project's web site and was available to the public for review immediately after the first Public

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Information Forum. Please refer to the project website www.northmaplebridge.ca to access the document.

- ***Did the public agree to environmental factors being used before the evaluation took place, and what the weighting is?***
- ***The environmental factors used for the assessment were not meaningfully considered***

The Project Team solicited comments from the CLC and the public on environmental factors and criteria at the first CLC meeting and the first PIF. Comments were received and incorporated into the evaluation.

Traffic Effects

- ***Major arterial roads such as Major Mackenzie and Jane Street should have been expanded before smaller bridges are built. This bridge will not solve major traffic problems in the City of Vaughan.***

Major Mackenzie Drive and Teston Road are regional roads which are intended to provide a long-distance east-west connection within the City of Vaughan and the Region of York for commuter traffic. The existing roads (America Avenue and Canada Drive) are local roads, which are intended to deal with local traffic. By providing the road connection between Block 33 East and West, via the North Maple Community Bridge, residents can utilize a local road to navigate between the east and west side of Highway No. 400. All planned improvements to Regional roads such as Major Mackenzie Drive, Teston Road and Jane Street have been detailed in York Region's recently updated Transportation Master Plan. Further, the conclusions and recommendations of York Region's Master Plan consider and identify the proposed mid-block local collector roadway and associated Highway No. 400 overpass linking America Avenue and Canada Drive. York Region's 10-year roadway improvement capital improvement program is also based on its final updated Transportation Master Plan Study.

- ***No heavy trucks should be allowed on the bridge, buses and cars only***

Commercial vehicle restriction enforcement has been considered. The feasibility of this will be assessed as part of the Study and a recommendation will be included in the final Environmental Study Report (ESR). Mechanisms in the Municipal Act enable local municipalities with the authority to enact by-law(s) to prohibit large vehicles from utilizing local roads. The City is considering this approach as a mitigation measure for this project. Additional mitigation measures, including traffic calming, have been considered in the design of the preliminary preferred alternative.

- ***Emergency and transit services should be the main focus of bridge***

The Block 33 overpass will contribute to an efficient multi-modal transportation system within Block 33. An efficient multi-modal transportation system includes transit and emergency services. Emergency services representatives have indicated that with the local connection in place response times will be significantly lowered. York Region Transit identifies the connection between Block 33 East and West as a potential future transit route.

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Other City of Vaughan Transportation Projects

- ***If the project team has taken 12 months to respond to questions and comments from the first PIF, then the schedule is clearly flexible and more time should be given for additional traffic studies and the schedule should be flexible***

The City is willing to slow down the process in order to provide residents with additional time to review the published information. The Project is currently within phases 3 and 4 of the Class EA process and the Consultant has identified the alternative design concepts for the preferred solution. The Consultant will continue to compile information required to prepare the draft Environmental Study Report (ESR), Phase 4. The next point of contact with residents is the final CLC meeting, which we have deferred to a later date.

Future Meetings

- ***Meeting with AECOM, city council and public members was requested by multiple community members***
- ***Disappointment that no Councillors were present at the meeting tonight***

The City is open to meeting with residents and is actively working with CLC members to arrange a meeting in the near future to discuss any outstanding concerns they may have.

Local Councillor Peter Meffe and the Ward Sub-Committee (Regional Councillor's and Mayor) visited the site and met with local residents. Council has been kept apprised of the study's progress to date from a technical perspective. The Class Environmental Assessment process is designed to deal with technical issues relating to engineering / planning, as well as, the natural, social, cultural and economic environments. Upon completion of the Class EA, local residents may approach their respective Council representatives as they see fit.

Council approval will be required prior to filing the final Class EA Environmental Study Report with the Ministry of the Environment. Once the ESR is complete, Staff will report to Council on the recommendations of the EA and seek Council authority to proceed with filing the ESR.

- ***If residents submit comments tonight, when can they expect comments?***

At PIF No. 2 residents were advised that a response to all comments would be provided within six weeks from PIF No. 2 by May 4, 2010. The City thereafter requested an extension of approximately 1 week to May 11, 2010. Due to other workload priorities, the responses to all comments were released on June 18, 2010.

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Other Comments

- ***People are upset that they made comments and the project team did not respond to them in a timely fashion.***

The Project Team understands the frustration caused by a prolonged response time in relation to comments and concerns. Subsequent to CLC No. 1 and PIF No. 1, numerous questions and concerns were raised. In addition, discussions and coordination with MTO required significant time and resources in order to ensure a preliminary preferred alternative was identified and carried forward. A scaled architectural model of the proposed overpass was also prepared once MTO buy-in was secured, this also took a considerable amount of time. Furthermore, City staff are currently, and have been over the last few years extremely busy with numerous other studies and priorities in support of major City initiatives.

- ***How did other proposed bridges disappear from the plans?***

Block 32 – Block Plan illustrated 2 crossings, one was deleted resulting from a more detailed analysis of the transportation network via the Block Plan process. The other was deleted from the City's Official Plan via Council resolution due to resident opposition.

Block 33 – Block Plan illustrated 2 crossings, one was deleted resulting from a more detailed analysis of the transportation network via the Block Plan process. We are currently working through the Class EA process for the remaining (second crossing) in the Block.

- ***Public members need more time, why can't we wait until the October elections are over?***

The City is committed to slowing down the process in an attempt to address the concerns of the residents and to look into the proposed suggestions submitted. On March 24, 2010 the draft Traffic Report was provided to CLC members for their review and comments. City staff is open to meet with residents to discuss any outstanding concerns and is working towards confirming a future meeting date.