BLOCK 27 COLLECTOR ROADS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

SCHEDULE ‘C’ - PHASES 3 & 4

PUBLIC INFORMATION CENTRE

NOVEMBER 16, 2022

VAUGHAN

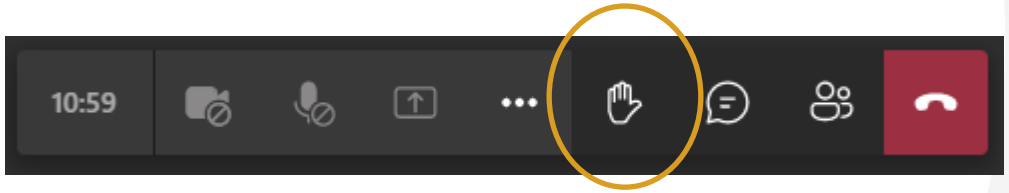
Land Acknowledgment

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

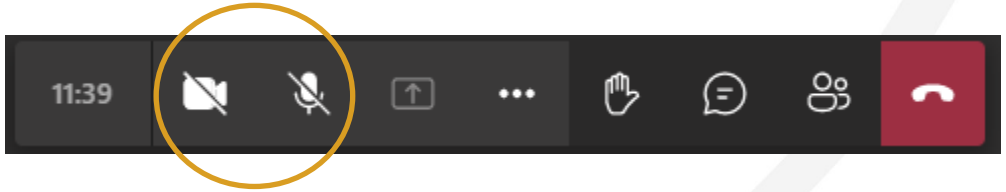
HOUSEKEEPING

During the presentation your microphone and camera will be disabled.

Should you wish to ask a question during the discussion periods, **please raise your hand** and when you are selected and it is your turn your microphone and camera will be enabled.

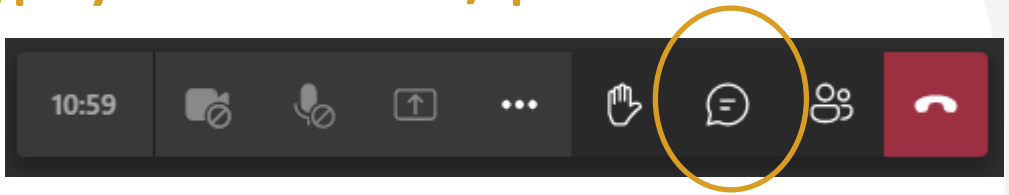


Once enabled you will need to **unmute yourself to speak**, please also feel free to turn your camera on while speaking.



HOUSEKEEPING

Should you not wish to speak, but you do have a question, **please feel free to type your comments/questions in the chat**.



Please ensure your volume is turned up. If you encountering issues with sound, please select the three dots and review your device settings, if you wish you may also turn on live captions.

Be respectful, no racist or other forms of discriminatory, prejudicial or hateful comments/questions will not be tolerated.

PROJECT TEAM INTRODUCTIONS

City of Vaughan

- Paul Grove, Transportation Engineering Lead
- Pirooz Davoodnia, Manager (A), Development Transportation Engineering
- Ruth Rendon, Senior Environmental Planner
- Cameron Balfour, Senior Planner, Policy Planning and Environmental Sustainability

Block 27 MCEA Consulting Team

- Chris Sidlar, Consultant Project Manager (LEA Consulting Ltd.)
- Katherine Kung, Senior Planner (LEA)
- Mustafa Ghassan, Block 27 Development Coordinator (Delta Urban)

AGENDA

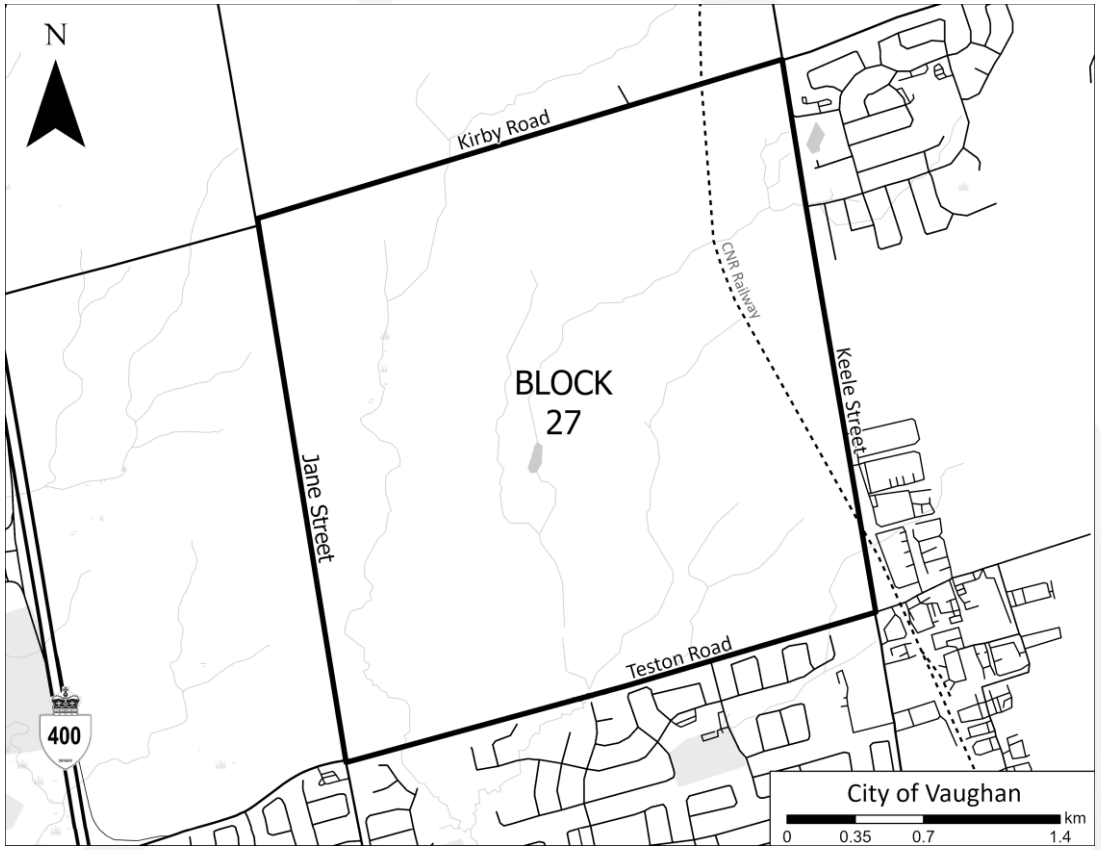
1. Project Background
2. Recap of the North Vaughan & New Communities Transportation Master Plan
3. Existing Conditions
4. Evaluation Criteria
5. Preferred Alternative Road Alignments
6. *Discussion #1*
7. Preferred Alternative Cross-Sections
8. Next Steps
9. Q & A Session

PROJECT BACKGROUND

PROJECT OVERVIEW

- Establish the collector roads in the Block 27 community area
- Following the Municipal Class Environmental Assessment process for a Schedule ‘C’ project
- Confirm the preferred road alignment for each collector road
- Develop and evaluate a set of preliminary designs for the collector roads

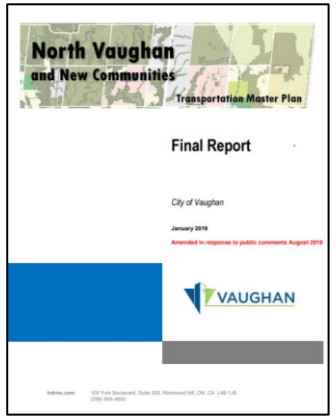
Block 27 Study Area

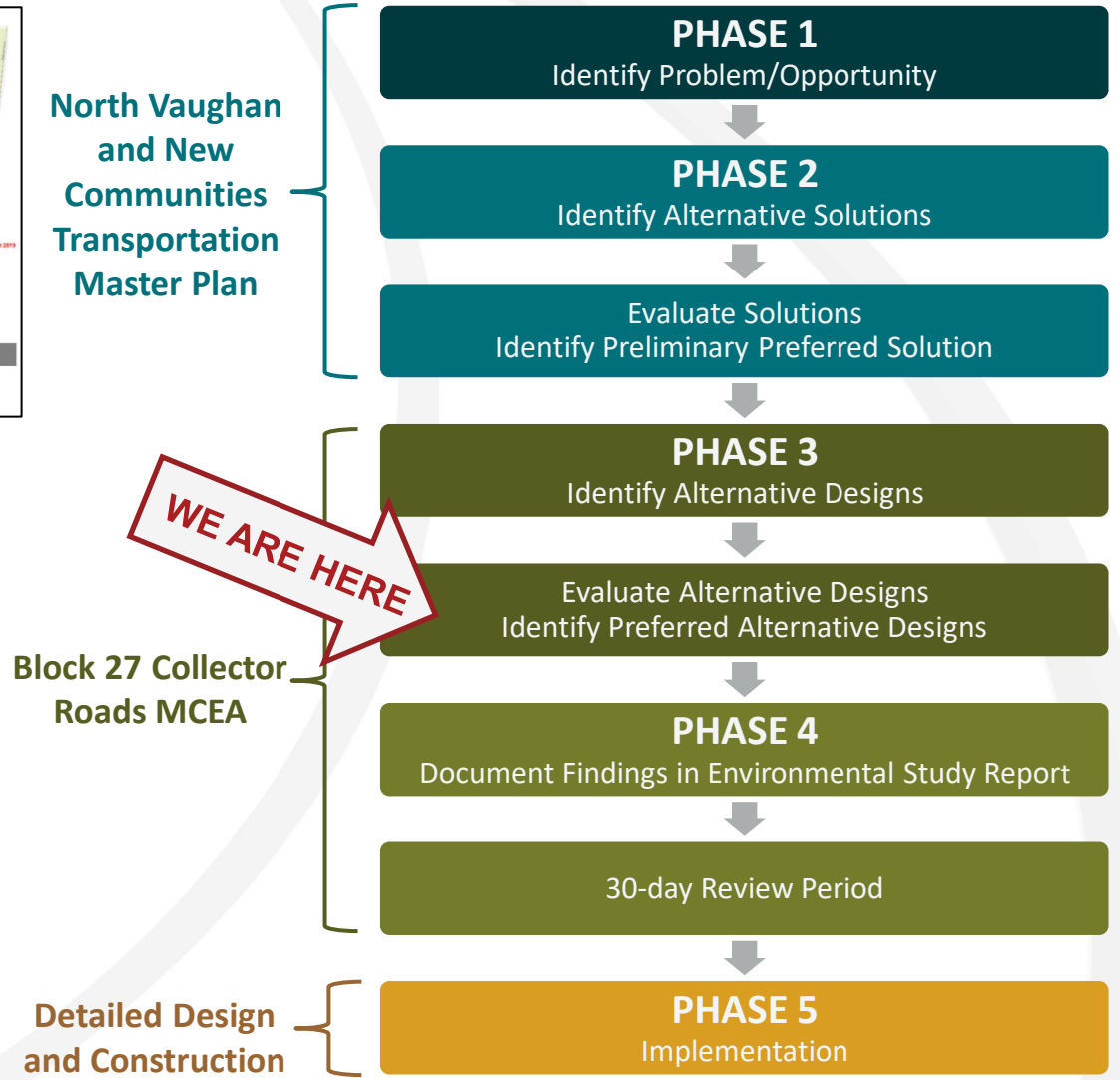


CLASS ENVIRONMENTAL ASSESSMENT PROCESS

Background

- The City completed the North Vaughan and New Communities Transportation Master Plan (NVNCTMP) in 2019 which satisfied Phases 1 & 2 of the MCEA
- The Block 27 Secondary Plan was approved in 2019 and establishes the collector road network
- In Dec. 2021, the City of Vaughan and Block 27 Landowners Group initiated Phases 3 & 4 of the MCEA

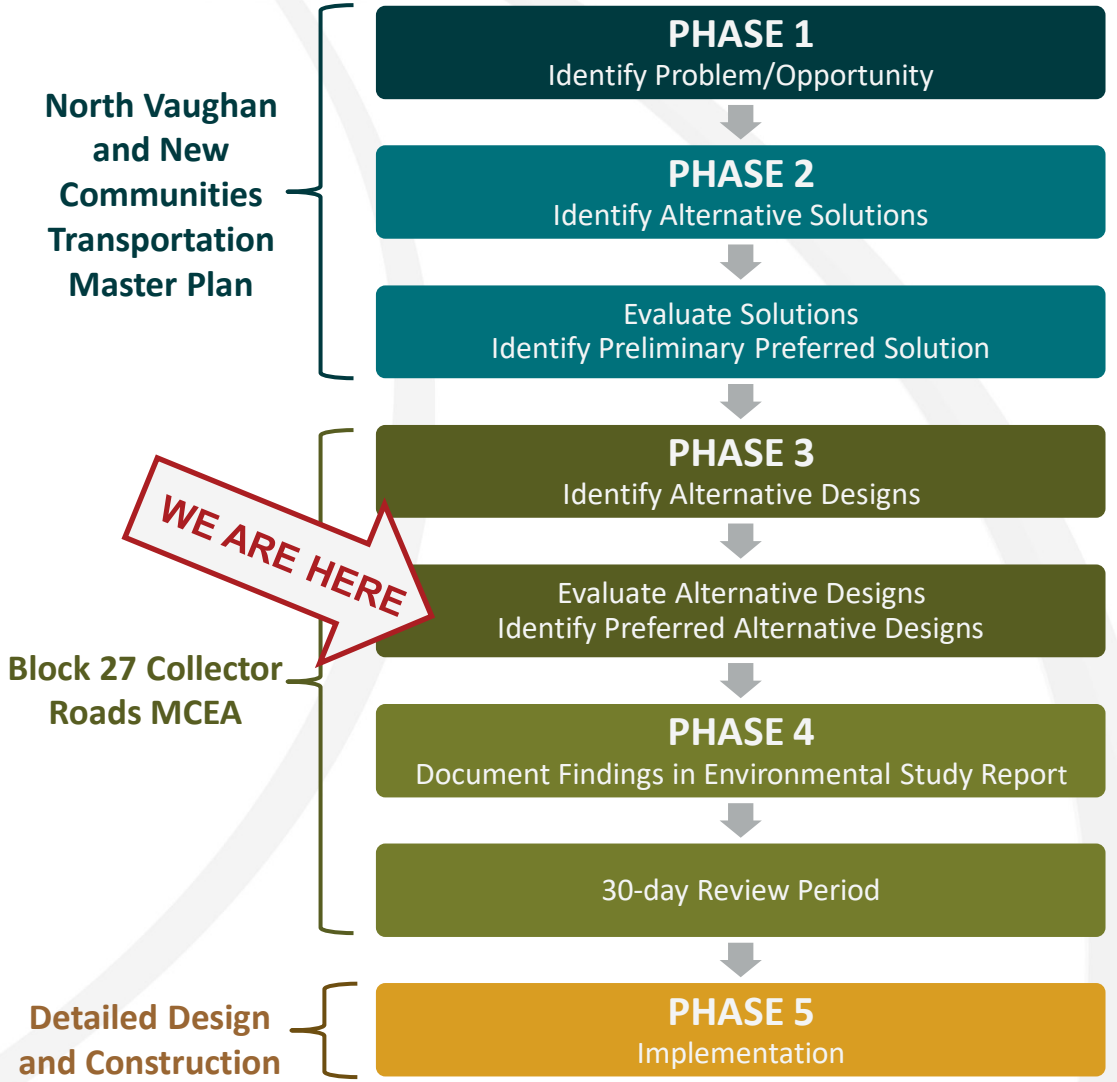




CLASS ENVIRONMENTAL ASSESSMENT PROCESS

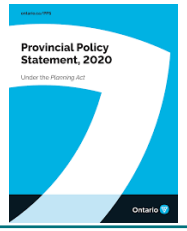
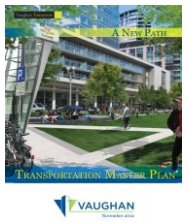
Collector Roads MCEA

- Builds on the work completed in the NVNCTMP
- Phases 3 & 4 of the MCEA
- Input is being sought from agencies, Indigenous Nations, and members of the public
- An Environmental Study Report will be prepared for a 30-day review period upon completion of the study
- Following the MCEA, the study will move into Detailed Design and construction



KEY POLICIES AND STUDIES

Existing policies/guidelines were reviewed to inform this this study. The Project Team considered the following key policies in the study, among others:

	**Provincial Policy Statement (2020)** The *Provincial Policy Statement* provides policy direction on matters of provincial interest related to land-use planning and development
	**A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)** The *A Place to Grow Plan* establishes a long-term framework for where and how regions in Ontario will grow
	**City of Vaughan Official Plan (2010)** The *City of Vaughan Official Plan* establishes the land-use and planning policies to guide growth and development within the City
	**City of Vaughan Transportation Master Plan (TMP) (2012)** The City's TMP identifies key transportation issues and provides strategic direction on options to set the stage for development of a long-range transportation vision in the City of Vaughan

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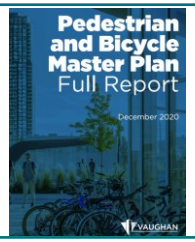
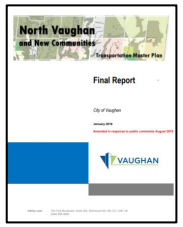
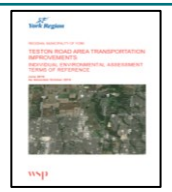
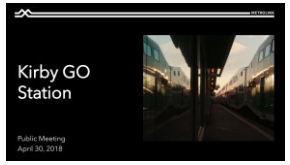
	**City of Vaughan Pedestrian and Bicycle Master Plan (2020)** The City's Pedestrian and Bicycle Master Plan establishes planning guidelines to design and plan for more walkable, bikeable, and connected communities
	**North Vaughan & New Communities TMP & Block 27 Secondary Plan (2019/2018)** The *NVNCTMP* & *Block 27 Secondary Plan* establishes the planning and land-use policies within Block 27, including the collector road network within the community area
	**Block 27 Master Environmental Servicing Plan (MESP) (underway/concurrent)** The Block 27 MESP is being prepared to support the Block 27 development and includes a detailed summary of the environmental features within the study area
	**City of Vaughan and York Region's Engineering Design Criteria and Standards Drawings** The City and Regional's Engineering Design Criteria and Standards provides

ADJACENT PROJECTS

The Project Team has been coordinating with the following adjacent projects / studies:

	**Teston Road Area Transportation Improvements Individual Environmental Assessment** • Aims to address transportation problems and opportunities in the Teston Road area • Recommends new four-lane Teston Road between Dufferin and Keele
	**Kirby Road Widening Environmental Assessment** • Widening of Kirby Road between Jane and Dufferin from two to four lanes • Completed in July 2022
	**Block 34 East Block Plan (Planning Phase)** • Developing a block plan designating land uses for Block 34 East • Application proposes to implement future development of an employment area
	**Kirby GO Station Transit Project Assessment Process (TPAP)** • Proposes a new GO station on Kirby Road along the Barrie Railway Corridor • Located in the north-east corner of Block 27
	**Highway 413 Individual Environmental Assessment** • Proposes a new 52 km highway between Hwy 400 and the Hwy 401/407 interchange in Mississauga • Preferred interchange locations identified, including a new interchange north of Hwy 400/Kirby

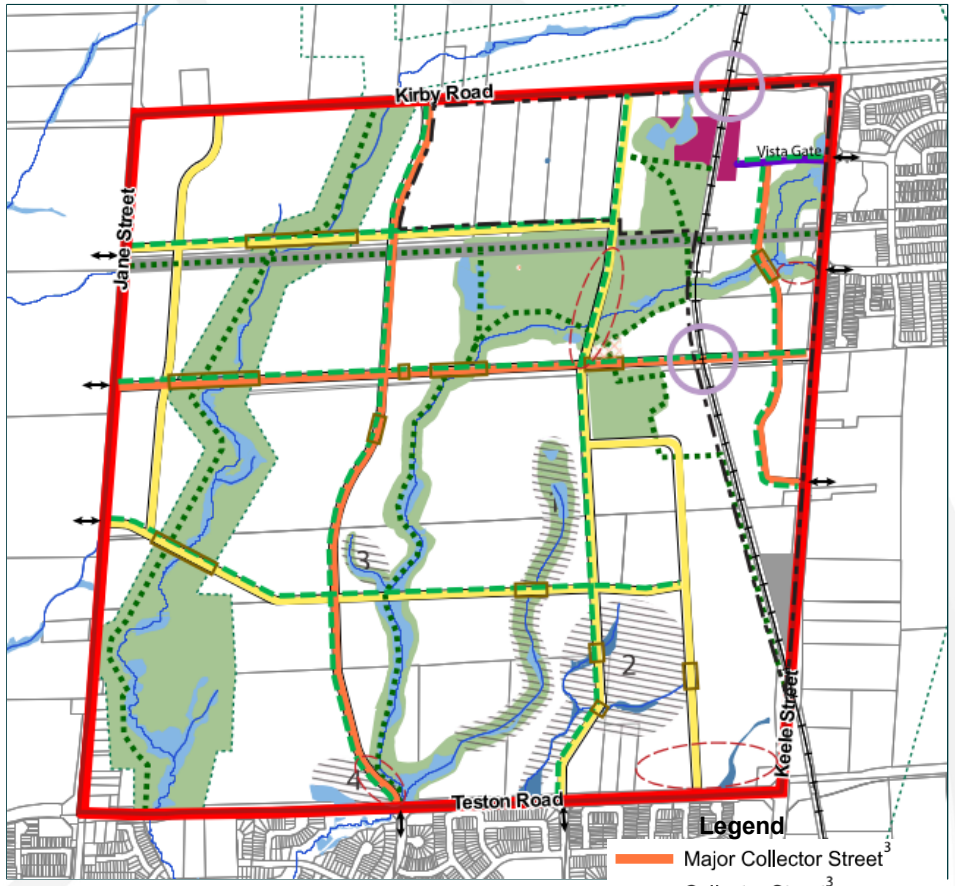
RECAP OF THE NVNCTMP

PLANNING & POLICY CONTEXT

North Vaughan & New Community Transportation Master Plan (NVNCTMP) & Block 27 Secondary Plan

- NVNCTMP determined the long-term transportation needs of Block 27:
  - Need and justification for the recommended collector street network (forms basis of study)
  - Documented existing conditions
  - Developed and evaluated 3 collector road networks
  - Identified 8 collector roads in Block 27 which forms the recommended road network
  - Incorporated in the Block 27 Secondary Plan (approved in 2019)

Block 27 Secondary Plan Preliminary Road Network



Source: North Vaughan New Communities Transportation Master Plan (Vaughan, 2019)

NVNCTMP
RECAP OF PREVIOUS FINDINGS: MCEA PHASE 1

Existing Conditions

The NVNCTMP reviewed the existing environmental and transportation conditions in the study area. Background studies include, but not limited to:

- Transportation Study
- Natural Environmental Study
- Stage 1-4 Archaeological Assessment Studies
- Cultural Heritage Study
- Groundwater
- Noise & Air Quality
- Stormwater Management

NVNCTMP
RECAP OF PREVIOUS FINDINGS: MCEA PHASE 1

The problems and opportunities identified in the NVNCTMP remains relevant for the Block 27 MCEA study.

Problems

- Capacity and Operational Constraints
- Network Gaps
- Limited Active Transportation Facilities
- Limited Transit Service
- Reduced Connectivity and Safety
- Sub-standard Road Cross-Sections
- Overburdened East-West and North-South Continuous Links

Opportunities

- Improve connectivity and continuity
- Bridging Gaps and Eliminating Jogs
- Provide Active Transportation Facilities
- Expand Transit Services
- Improve Cross-Sections and Slopes

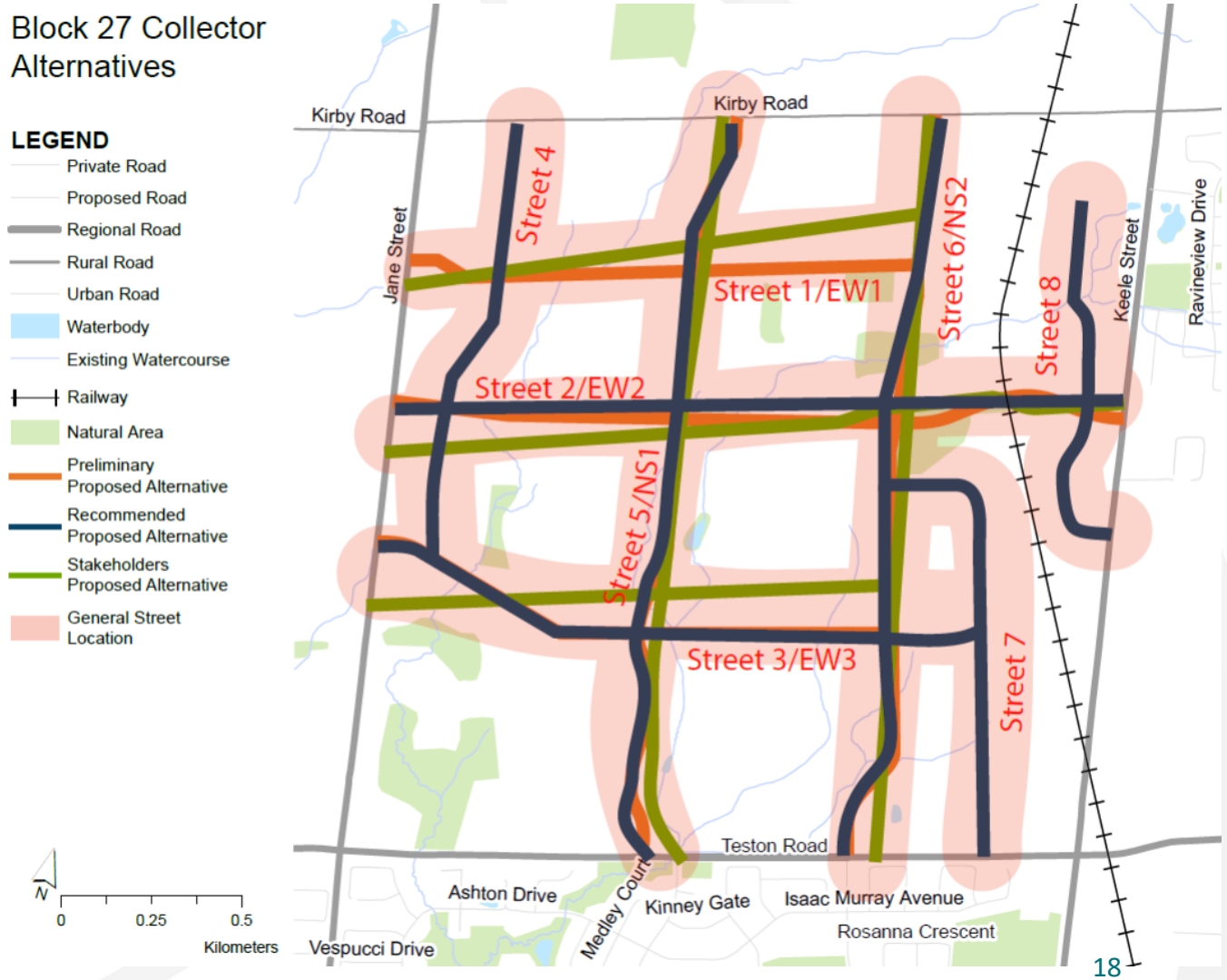
NVNCTMP
RECAP OF PREVIOUS FINDINGS: MCEA PHASE 2

Alternative Solutions

3 alternative road networks were developed and evaluated:

1. Alternative 1 (Orange): Preliminary Proposed Alternative
2. Alternative 2 (Green): Stakeholder Proposed Alternative
3. Alternative 3 (Blue): Recommended Proposed Alternative

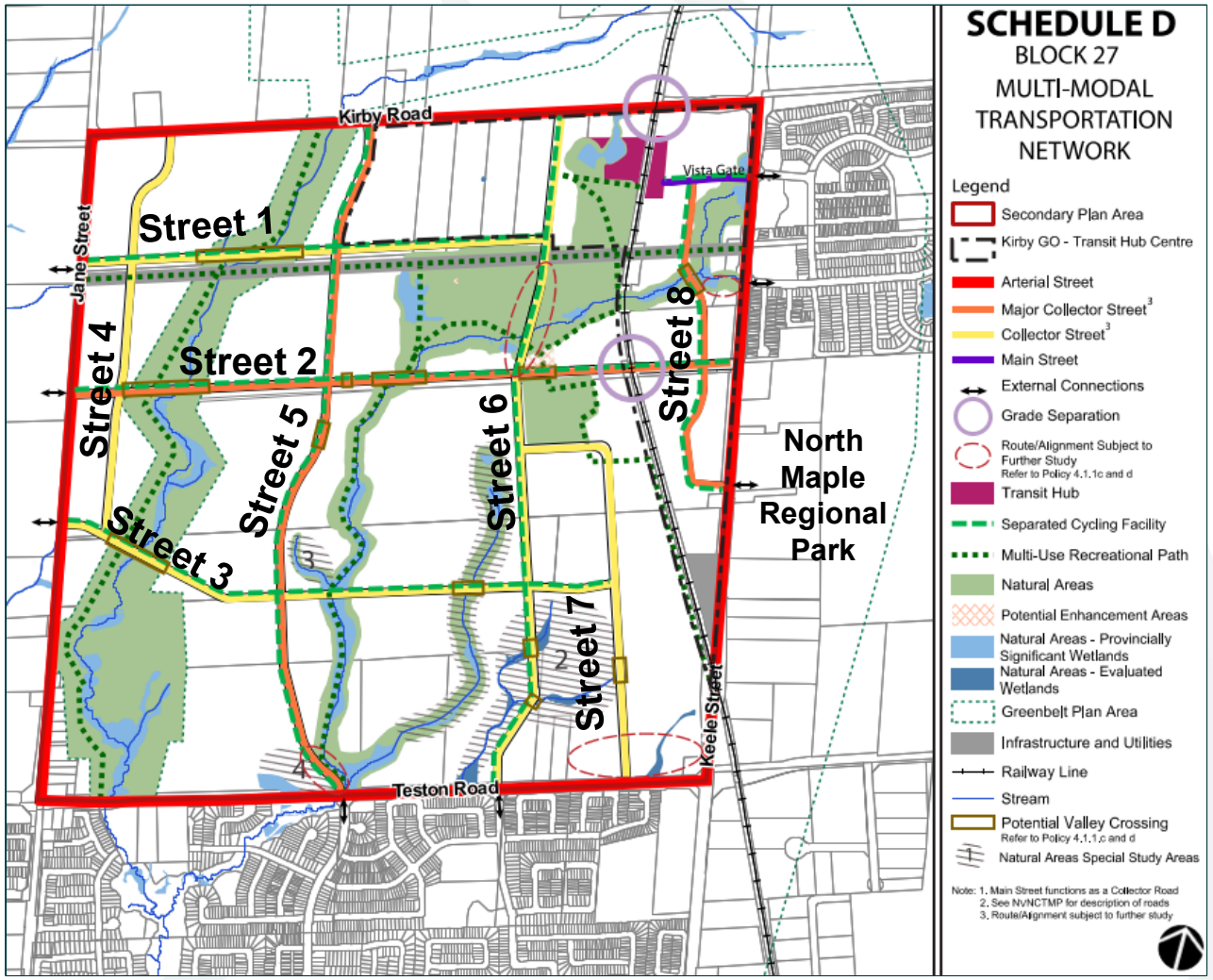
Based on the evaluation conducted, **Alternative 3 (blue)** was identified as the preferred collector road network



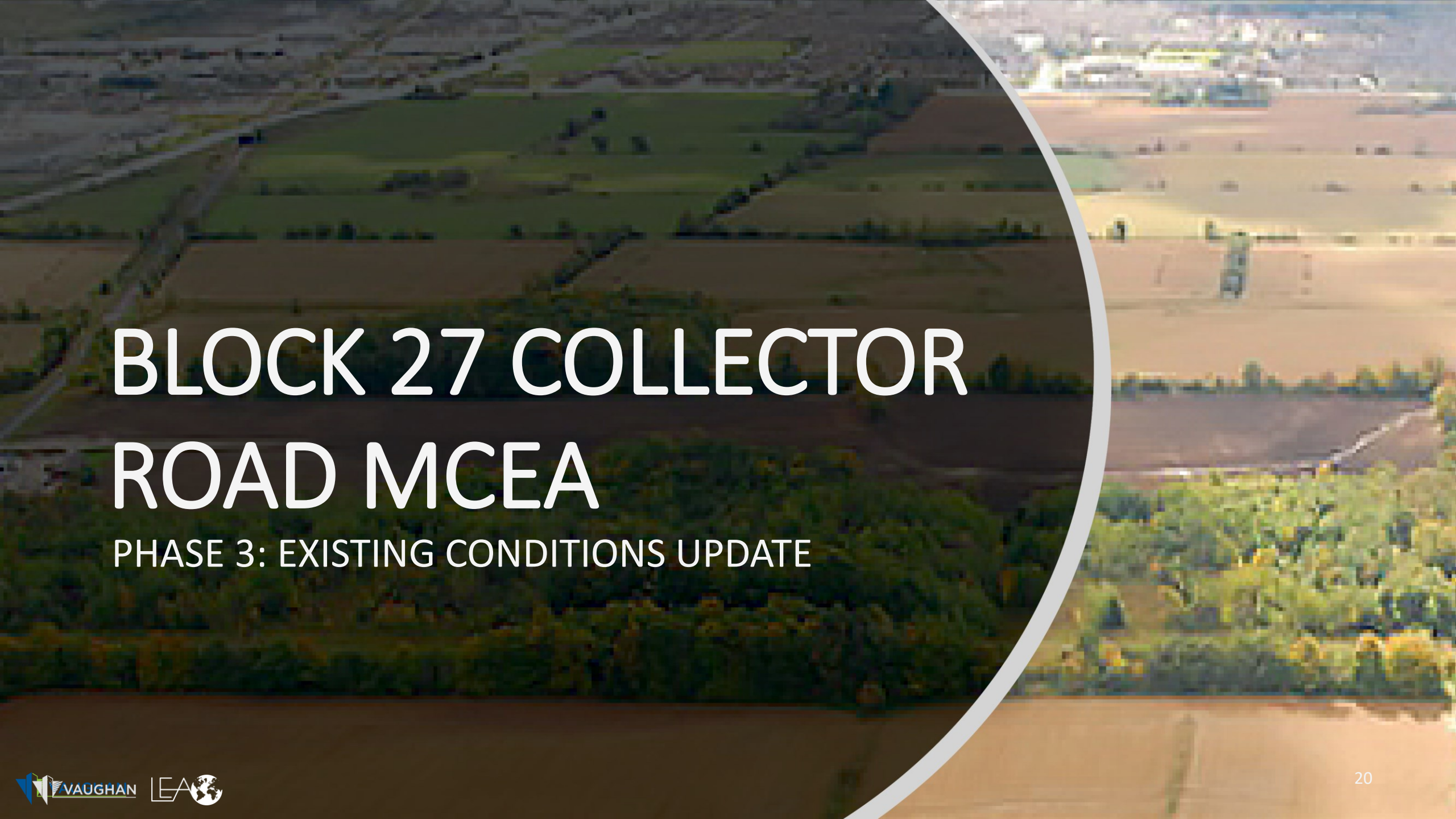
NVNTMP
RECAP OF PREVIOUS FINDINGS: PREFERRED TRANSPORTATION NETWORK

Preferred Transportation Network

- Access to Kirby Rd. at Kirby GO Station
- Grade separated railway crossing at Street 2
- Direct connections to adjacent Blocks
- Major collector roads (26m ROW): accommodates 2 travel lanes (each direction), active transportation facilities, potential on-street parking, landscaping, and other uses
- Minor collector roads (24m ROW): accommodates 1 travel lane (Each direction), active transportation facilities, potential on-street parking, landscaping, and other uses



Source: Block 27 Secondary Plan

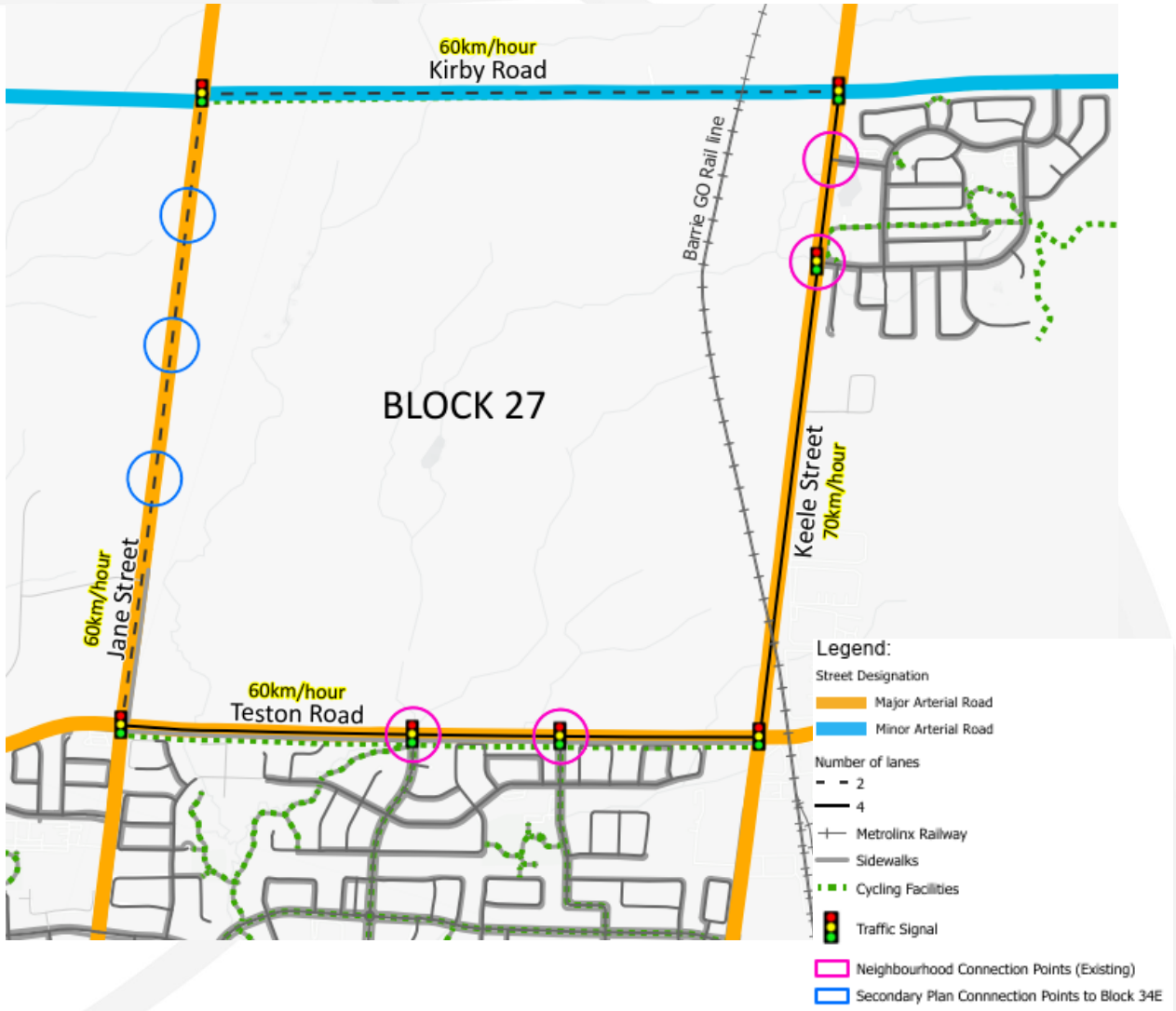


BLOCK 27 COLLECTOR ROAD MCEA

PHASE 3: EXISTING CONDITIONS UPDATE

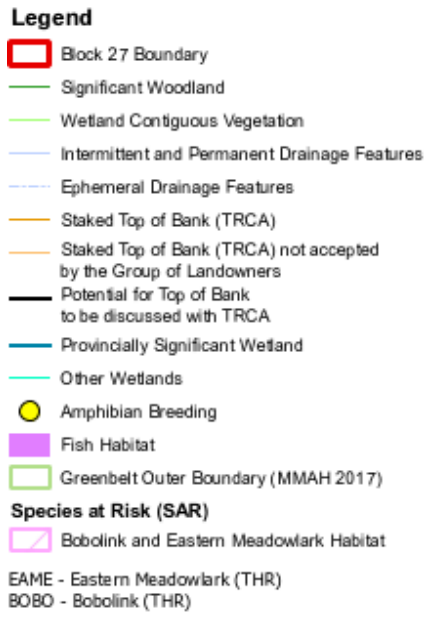
EXISTING TRANSPORTATION FEATURES

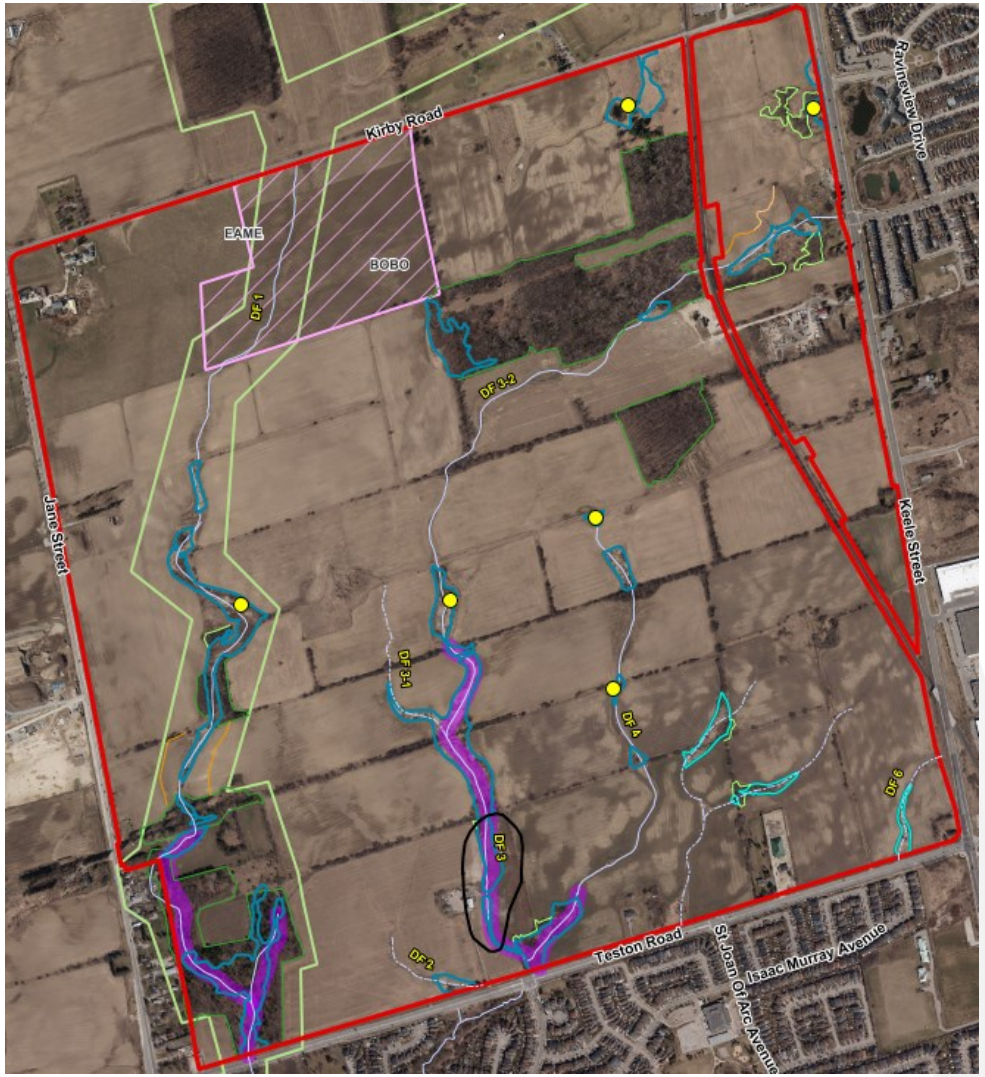
- Multi-use path on the south side of Teston Road
- York Region Transit (YRT) services existing residential neighbourhoods in the vicinity of Block 27
- Metrolinx railway (Barrie GO Rail Line)
- Planned future Kirby GO station (NE corner)



EXISTING NATURAL ENVIRONMENT

- Field work was completed 2010 - 2022
- Local landscape has been altered through past and present anthropogenic uses
- Adjacent urban land uses and major roads surrounding Block 27 present significant barriers to wildlife movement
- Local natural heritage system consists of 3 main watercourse corridors connecting woodlands, wetlands, and the Greenbelt Plan area in the block

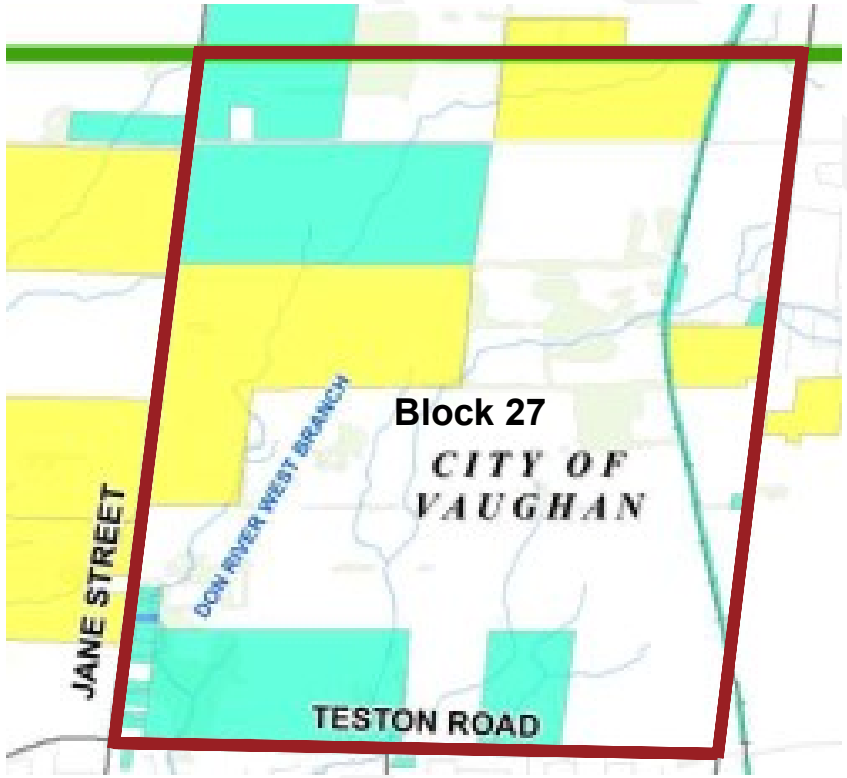




Source: Beacon Environmental (2022)

EXISTING CULTURAL HERITAGE

- 6 properties are listed in the Municipal Heritage Registrar
- 6 properties are identified as potential cultural resources (excluding non-participating properties located in the Hamlet of Teston - SW corner of Block 27)



Block 27 Study Area

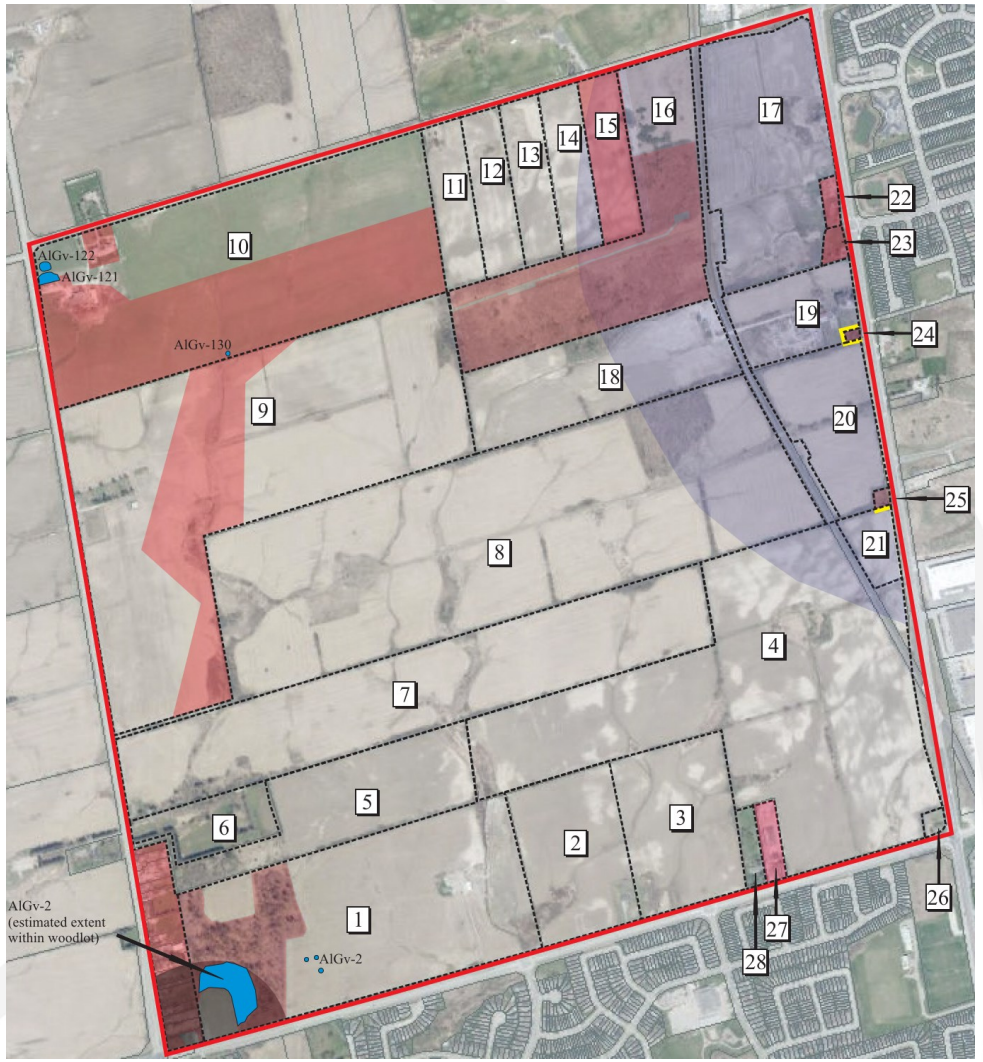
Cultural Heritage
- Designated Property under OHA
- Heritage Conservation District
- Potential Cultural Resource
- Listed in Municipal Heritage Register
- Provincial Heritage Property (of local significance)

Transportation Network
- Expressway / Highway / Freeway
- Arterial / Collector
- Local Roads
- GO Rail Lines

Source: Teston Road Area Improvements IEA, Open House #1 (York Region, 2021)

EXISTING ARCHAEOLOGY

- Approximately 85% has been assessed since 2010
- Additional archaeological assessments are required, mainly on non-participating owner's lands
- Indigenous Nations will be contacted prior to initiating all remaining archaeological assessment work, as required
- Project Team is engaging with Curve Lake First Nation and the Mississaugas of the Credit First Nation



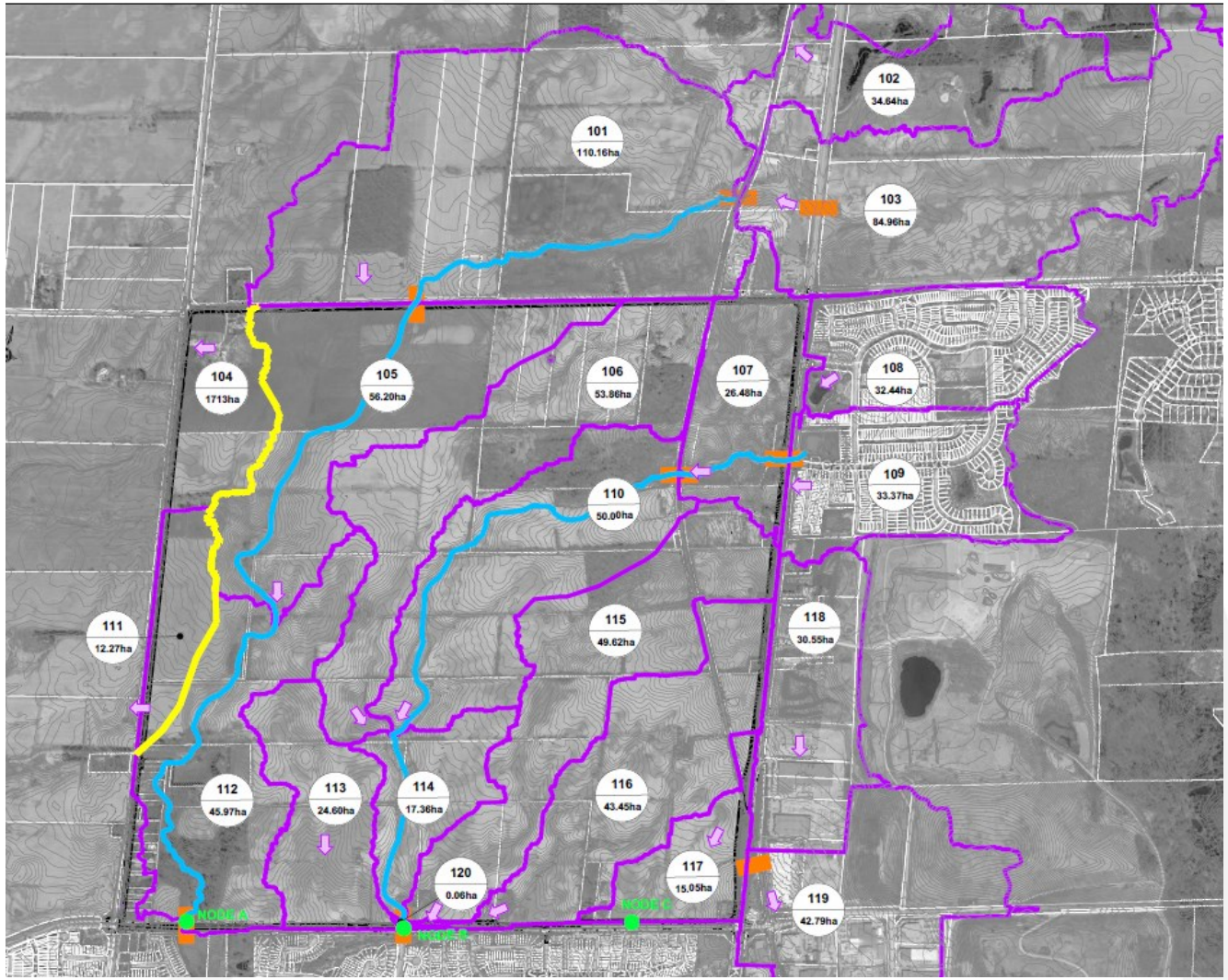
Legend:

- Block 27 property
- assessment parcel limits
- Stage 3 cemetery investigation required
- Ossuary potential archaeological monitoring required
- Teston ossuary archaeological monitoring required
- Stage 2 assessment required
- Stage 3 assessment required

Source: Archaeology Consultants of Canada (2021)

DRAINAGE / STORMWATER

- Site generally drains in southerly direction
- Located at the boundary of East Purpleville Creek Subwatershed and Don River watershed
- Majority of the Block 27 consists of Silty Clay soils



BLOCK 27 COLLECTOR ROAD MCEA

PHASE 3: COLLECTOR ROAD ALIGNMENTS & CROSS-SECTIONS

EVALUATION CRITERIA

EVALUATION CRITERIA

The alternative road alignments developed in Phase 3 were evaluated based on the following criteria:

Transportation

- Transit Serviceability
- Supports Active Transportation
- Road Capacity
- Design Standard Compliance
- Community Connectivity

Natural Environment

- Fish and Fish Habitat
- Vegetation, Wildlife, and Wildlife Habitat
- Designated Natural Heritage Features and Environmentally Sensitive Areas
- Rare Species, Species of Conservation Concern, and Species at Risk (SAR)

Hydrology/Drainage

- Hydrogeology / Ground Water
- Surface Water and Drainage
- Floodplain

Socio-Economic Environment

- Land-use Policy Compliance
- Future Land Uses
- Non-Participating Property Impacts
- Noise and Air Quality Impacts

Cultural Heritage Environment

- Built Cultural Resources and Cultural Heritage Landscapes
- Archaeological Resources
- Impacts to Indigenous and Treaty Rights

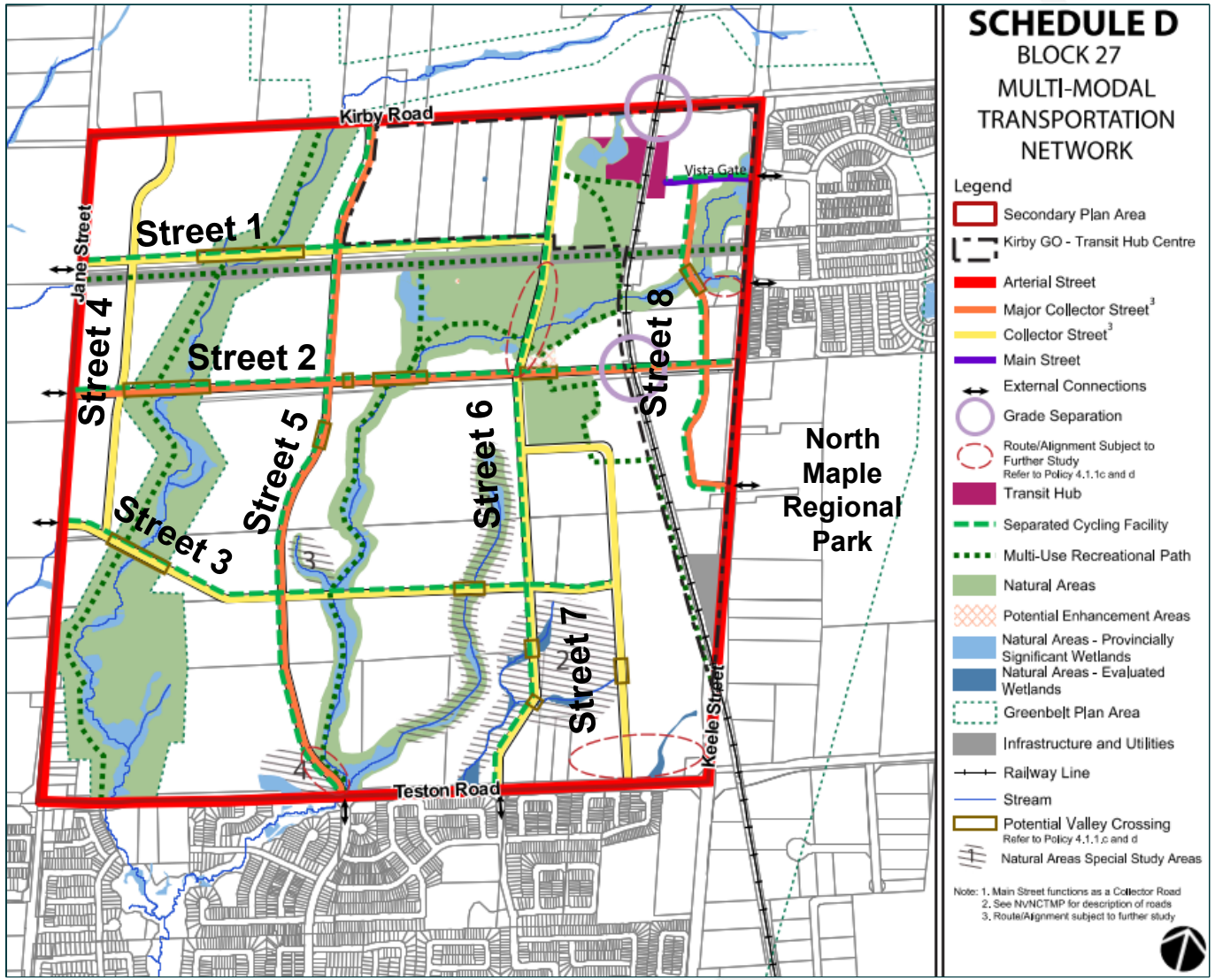
Cost and Constructability

- Engineering Feasibility and Construction Cost
- Existing Municipal Infrastructure and Utilities
- Capital Cost
- Property Costs
- Operating and Maintenance Costs

ROAD ALIGNMENT ALTERNATIVES & EVALUATION

BLOCK 27 SECONDARY PLAN

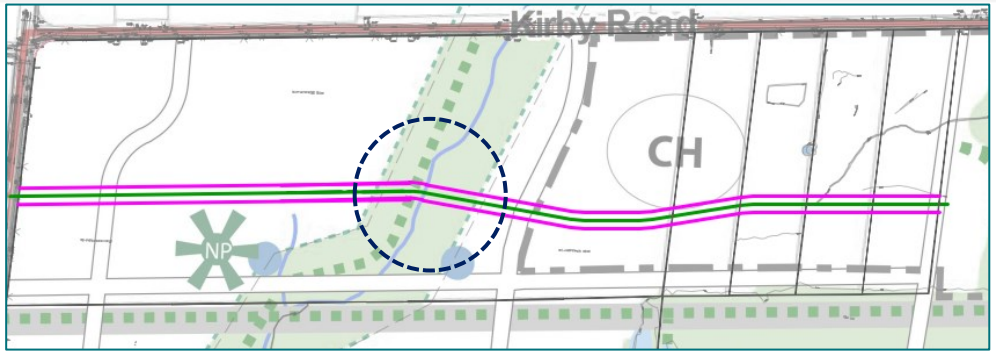
TRANSPORTATION NETWORK



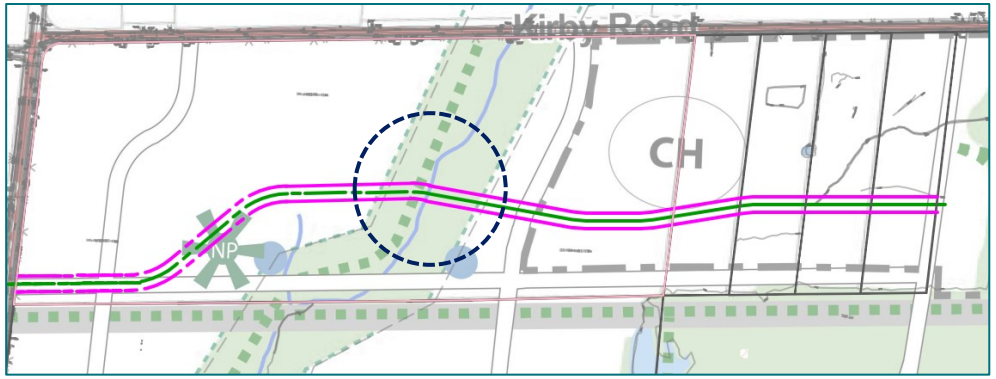
Source: Block 27 Secondary Plan (City of Vaughan)

ALTERNATIVE ROAD ALIGNMENTS STREET 1

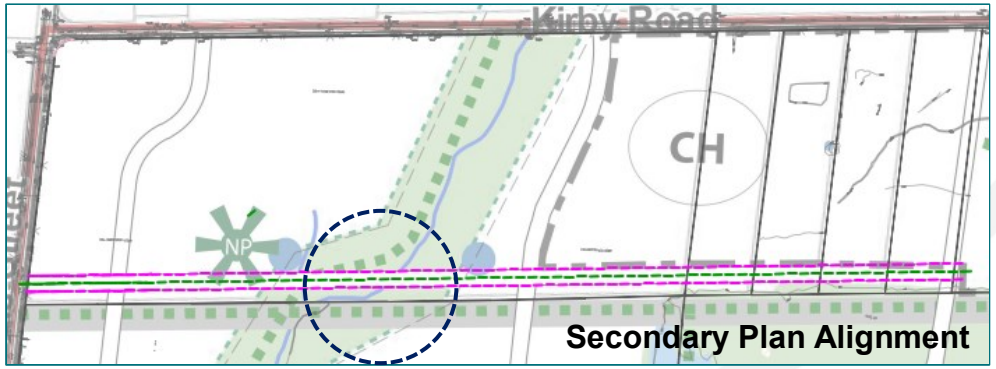
Alternative 1A



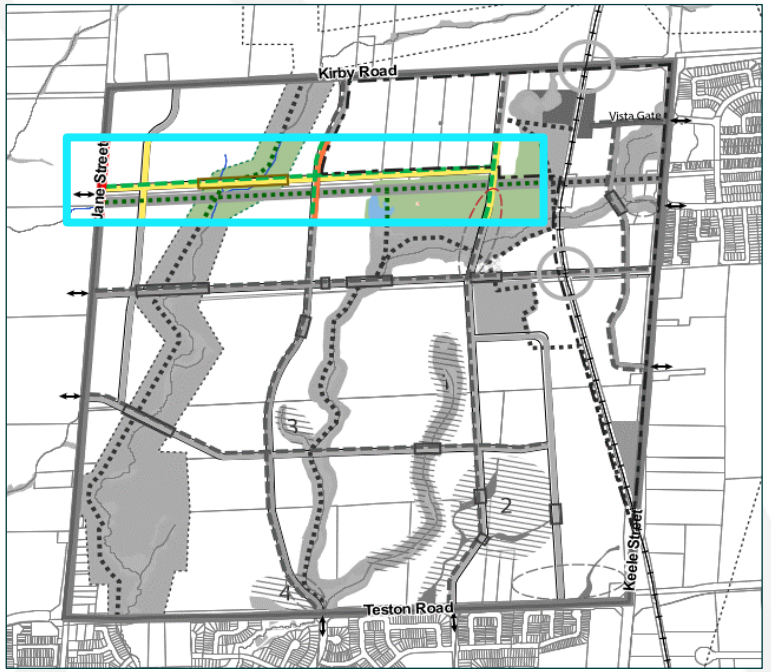
Alternative 1B



Alternative 1C



Key Map



Legend:

Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 1: ALTERNATIVE 1A

Criteria	1A	1B	1C
Transportation			
Natural Environment			
Hydrogeology & Drainage			
Socio-Economic			
Cultural Heritage			
Cost & Constructability			
Overall Evaluation			

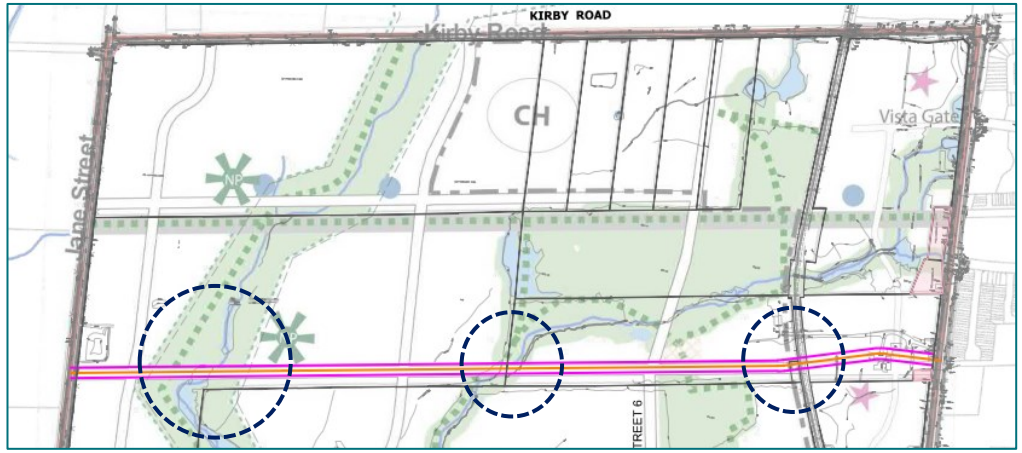
Alternative 1A is the preferred route for Street 1 for the following reasons:

- Supports better land-uses (i.e., avoids Trans Canada Pipeline, Greenbelt)
- Supports a fine-grained road network
- Least impact to the natural environment and Greenbelt
- Least impact on surface water quality / quantity
- Requires a shorter floodplain crossing
- Least property impacts to non-participating landowner
- Lowest construction, operation, and maintenance costs

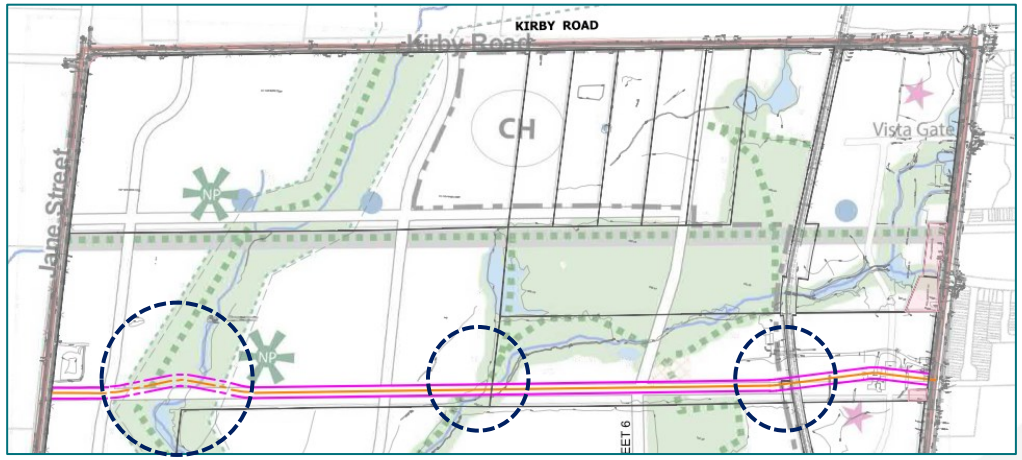
The Street 1 Greenbelt crossing may a bridge or culvert and will the requirements will be determined in correspondence with the Ministry of Natural Resources and Forestry and Toronto and Region Conservation Authority

ALTERNATIVE ROAD ALIGNMENTS STREET 2

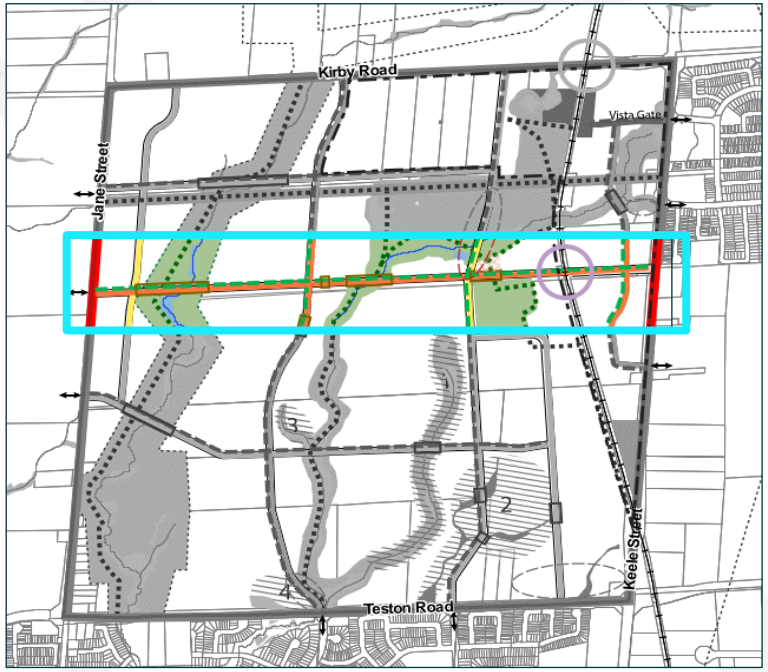
Alternative 2A



Alternative 2B



Key Map



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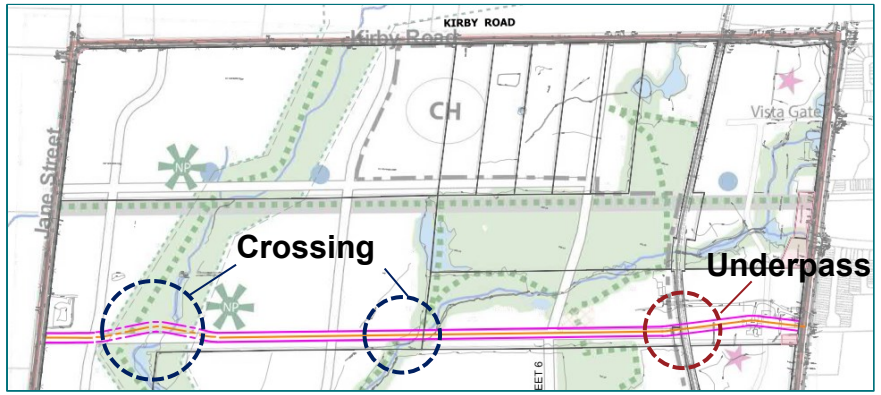
Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 2: ALTERNATIVE 2B



Criteria	2A	2B
Transportation		
Natural Environment		
Hydrogeology & Drainage		
Socio-Economic		
Cultural Heritage		
Cost & Constructability		
Overall Evaluation		

Alternative 2B is the preferred route for Street 2 for the following reasons:

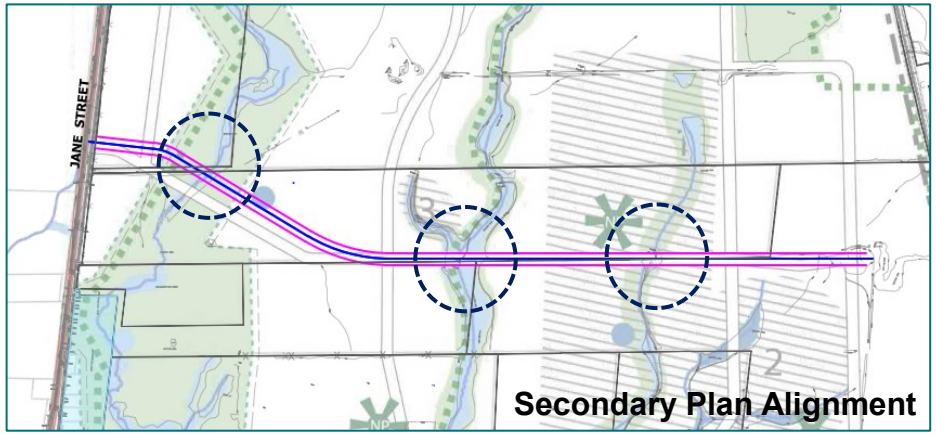
- Reduces impacts to the Greenbelt
- Minimizes impacts to the natural environment (e.g., Greenbelt)
- Requires a shorter watercourse crossing
- Better conformity to the applicable planning policy frameworks
- Lowest construction, operation, and maintenance costs

The Street 2 grade separated structure has been identified as an underpass. A steel plate girder bridge is proposed to accommodate staged construction to minimize disruptions during construction.

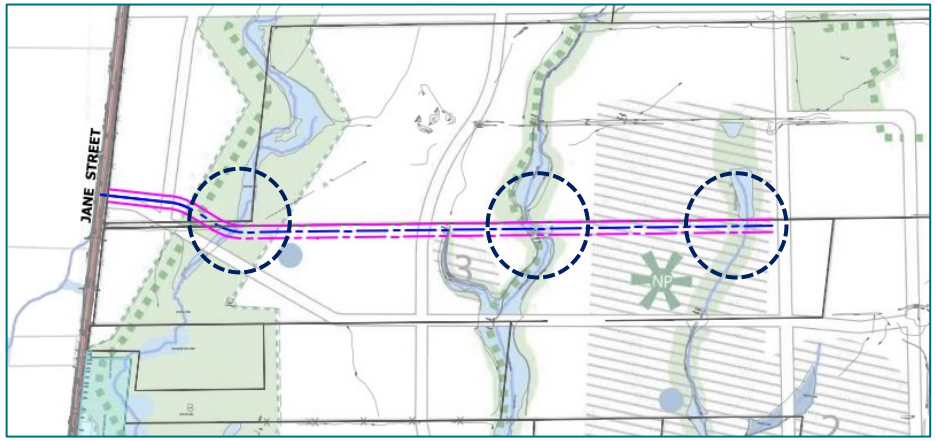
Correspondence with Metrolinx is underway and any necessary approvals/exemptions will be obtained prior to construction.

ALTERNATIVE ROAD ALIGNMENTS
STREET 3

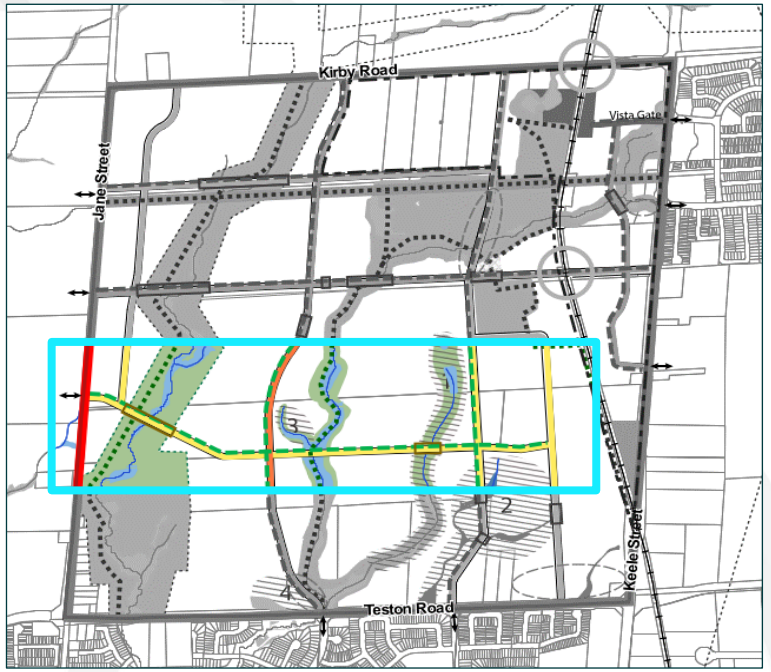
Alternative 3A



Alternative 3B



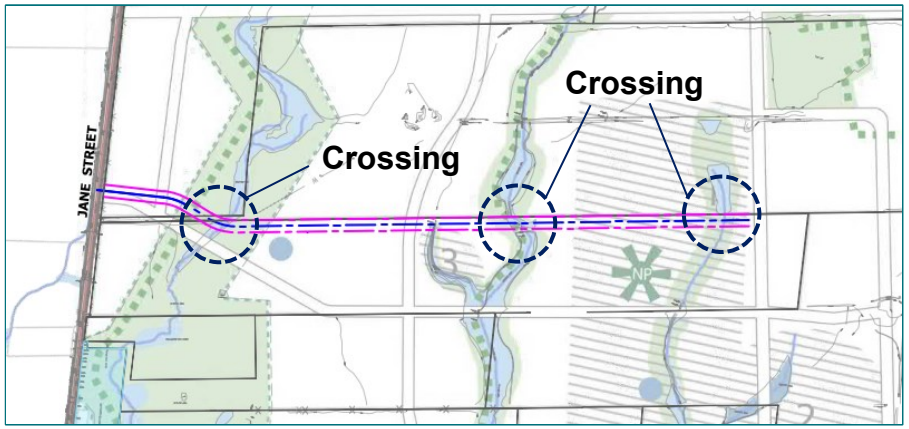
Key Map



Legend:

Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 3: ALTERNATIVE 3B



Criteria	3A	3B
Transportation	◑	◕
Natural Environment	◑	◕
Hydrogeology & Drainage	◑	◑
Socio-Economic	◑	◕
Cultural Heritage	◑	◑
Cost & Constructability	◑	◕
Overall Evaluation	◑	◕

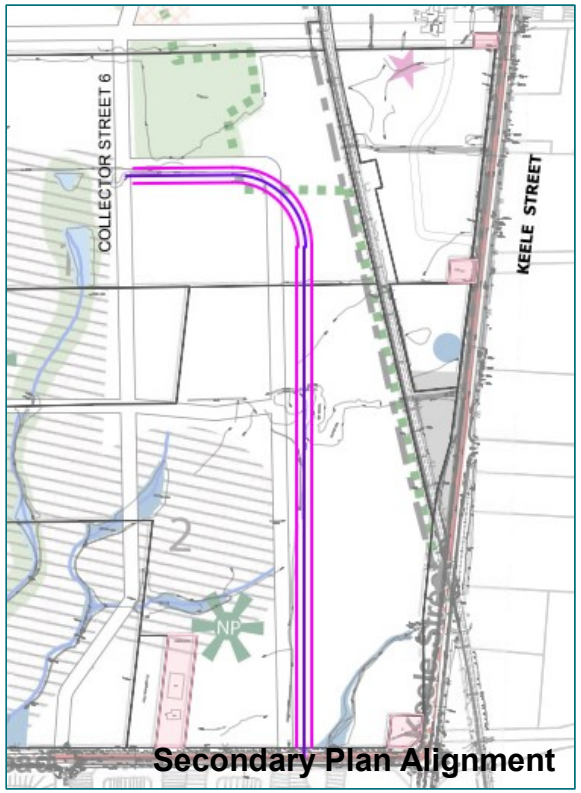
Alternative 3B is the preferred route for Street 3 for the following reasons:

- Improves land-use efficiency
- Minimizes natural environmental impacts
- Reduces impacts to water crossings
- Least impacts on surface water quality and quantity
- Better conformity to the applicable planning policy frameworks
- Lowest construction, operation, and maintenance costs

The Street 3 Greenbelt crossing may a bridge or culvert and will the requirements will be determined in correspondence with MNRF and TRCA

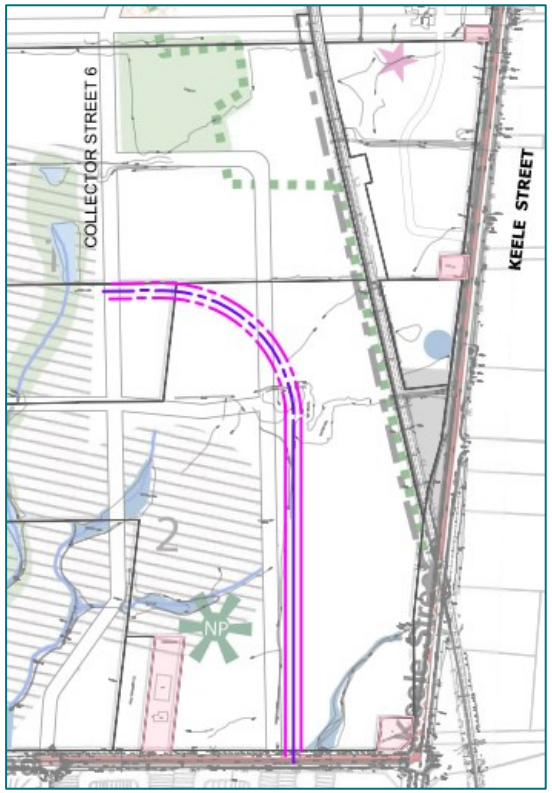
ALTERNATIVE ROAD ALIGNMENTS
STREET 7

Alternative 7A

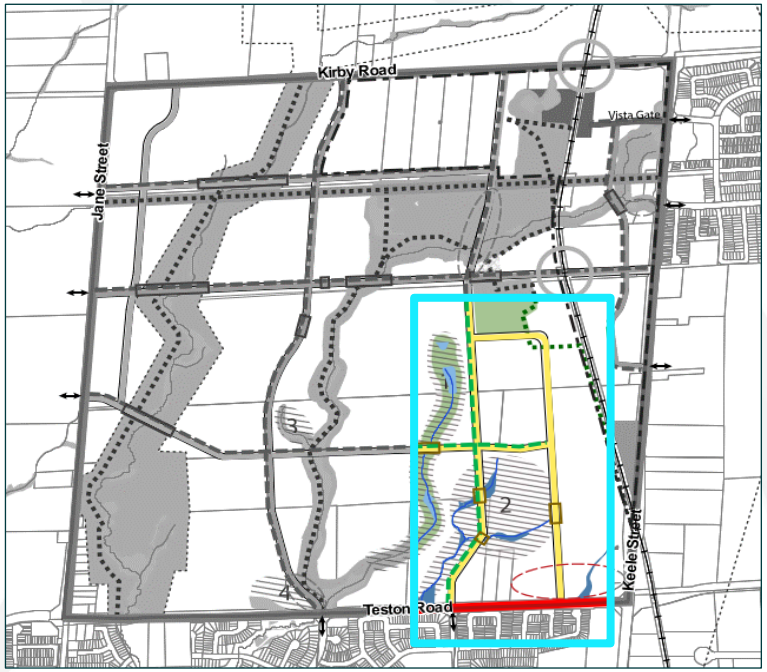


Secondary Plan Alignment

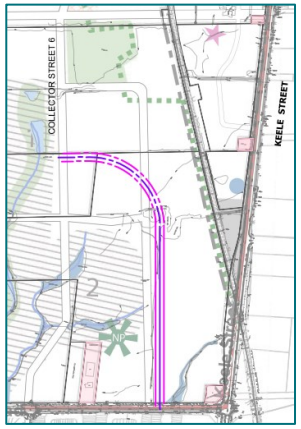
Alternative 7B



Key Map



PRELIMINARY PREFERRED ALIGNMENT
STREET 7: ALTERNATIVE 7B



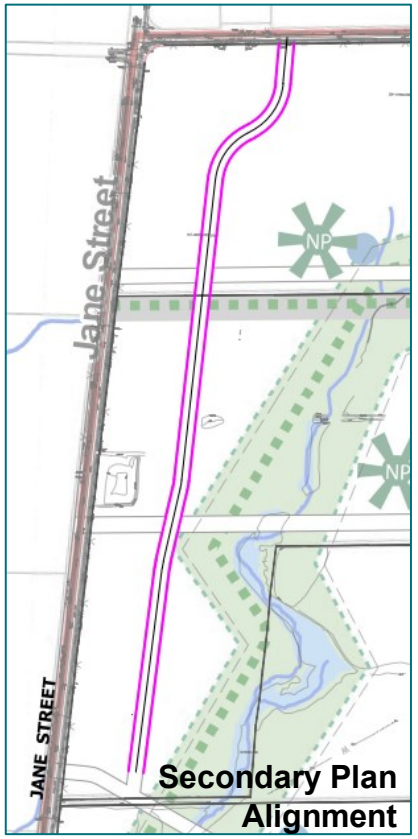
Criteria	7A	7B
Transportation		
Natural Environment		
Hydrogeology & Drainage		
Socio-Economic		
Cultural Heritage		
Cost & Constructability		
Overall Evaluation		

Alternative 7B is the preferred route for Street 7 for the following reasons:

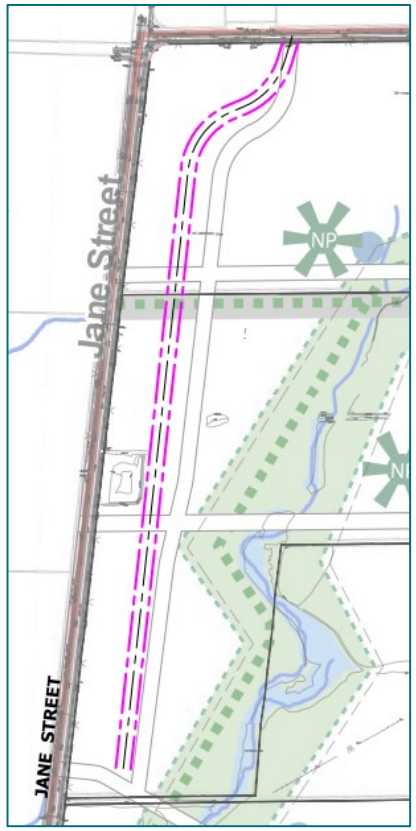
- Improves land-use efficiency
- Minimizes impacts to the natural environment
- Least impact on surface water quality and quantity
- Avoids impacts within an archaeologically sensitive area which would require monitoring during construction
- Lowest construction, operation, and maintenance costs

ALTERNATIVE ROAD ALIGNMENTS
STREET 4

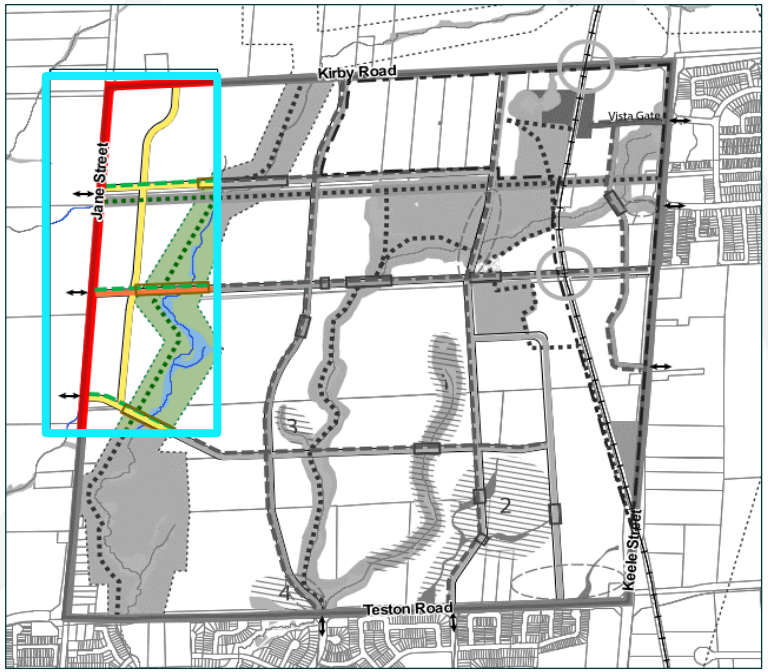
Alternative 4A



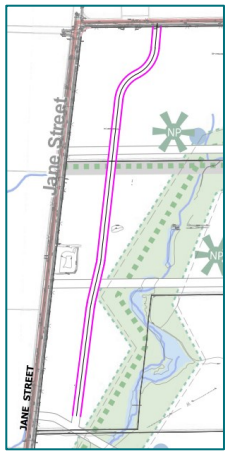
Alternative 4B



Key Map



PRELIMINARY PREFERRED ALIGNMENT
STREET 4: ALTERNATIVE 4A



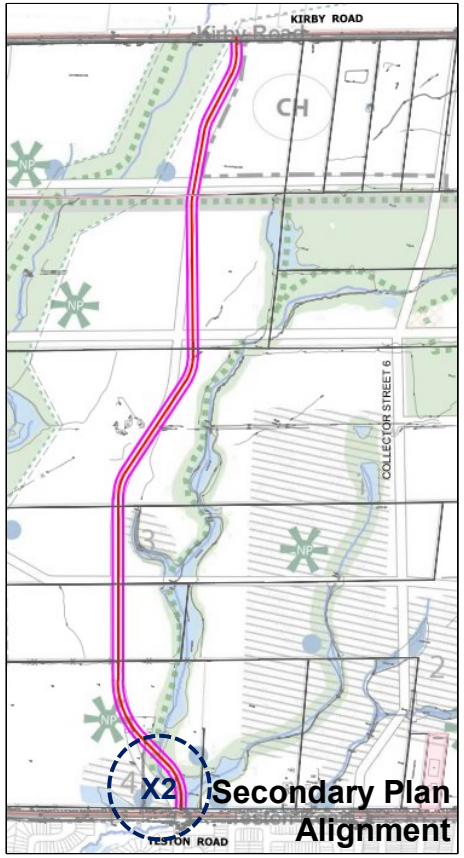
Criteria	4A	4B
Transportation		
Natural Environment		
Hydrogeology & Drainage		
Socio-Economic		
Cultural Heritage		
Cost & Constructability		
Overall Evaluation		

Alternative 4A is the preferred route for Street 4 for the following reasons:

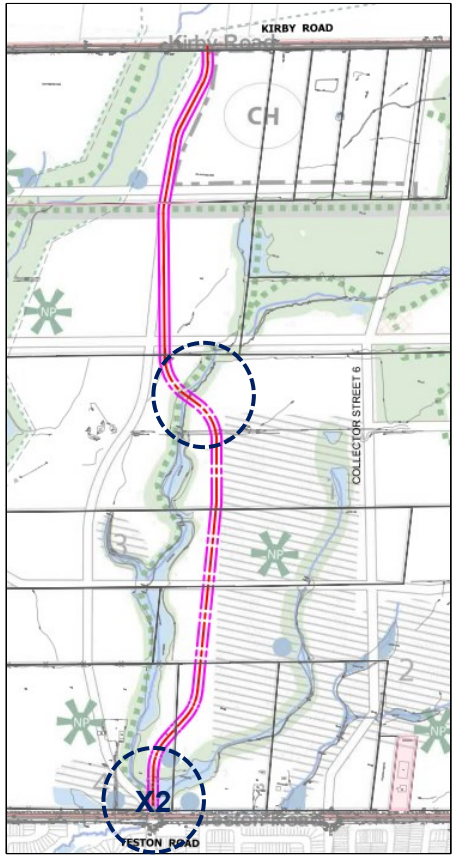
- Better traffic operations
- Avoid impacts to a build-heritage resource
- Lower costs since it potentially avoids direct impacts to the existing residential building / structures on the non-participating landowner property

ALTERNATIVE ROAD ALIGNMENTS STREET 5

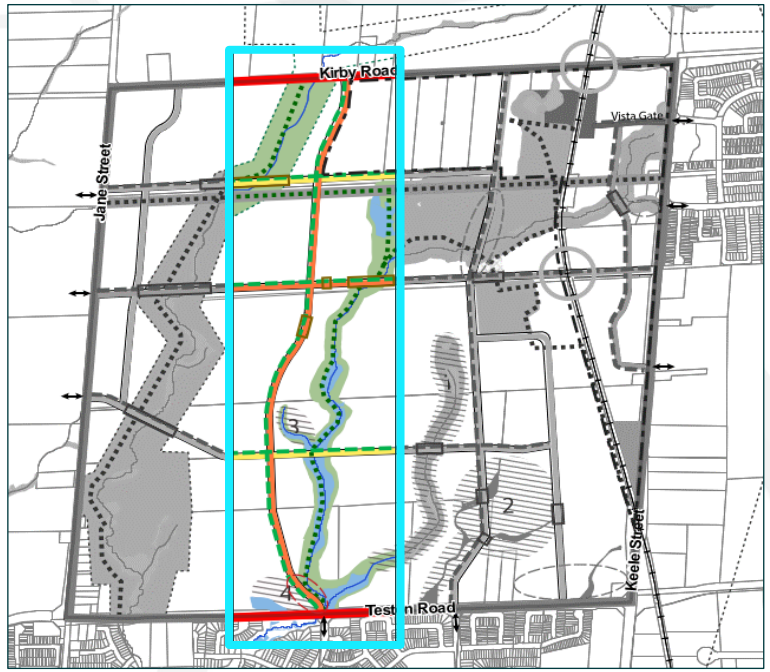
Alternative 5A



Alternative 5B



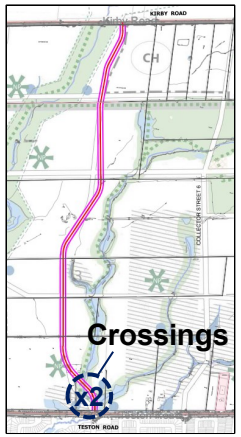
Key Map



Legend:

Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 5: ALTERNATIVE 5A



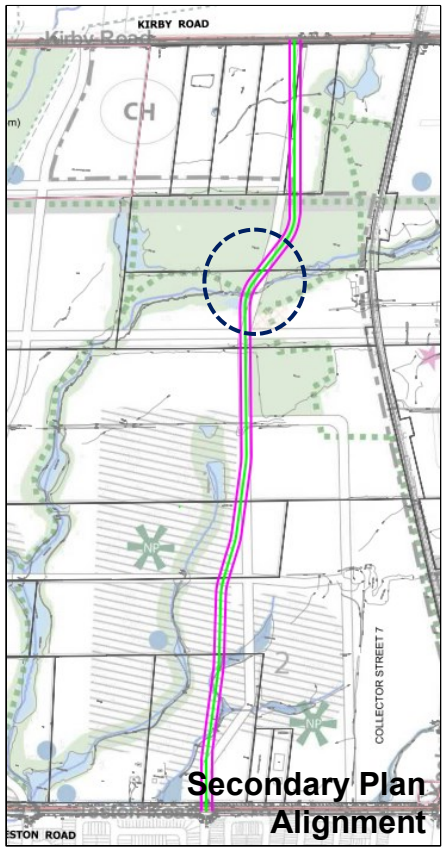
Criteria	5A	5B
Transportation	●	◕
Natural Environment	◑	◔
Hydrogeology & Drainage	◕	◑
Socio-Economic	◕	◑
Cultural Heritage	◑	◑
Cost & Constructability	◕	◑
Overall Evaluation	◕	◑

Alternative 5A is the preferred route for Street 5 for the following reasons:

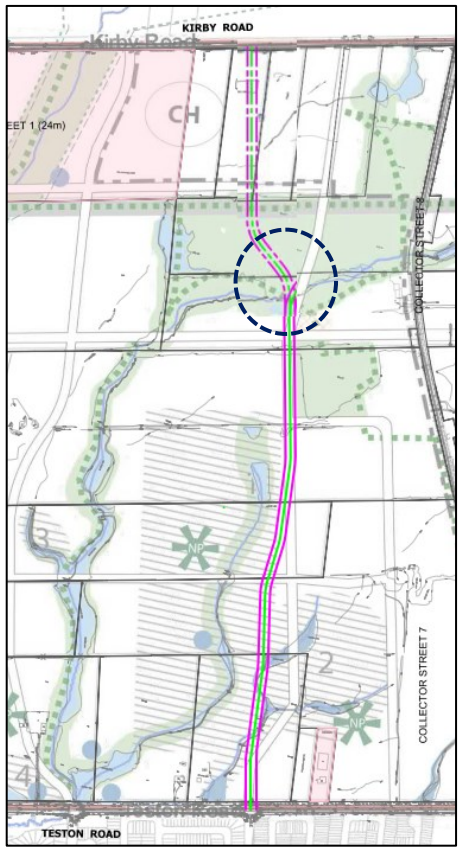
- Provides better road spacing and community connectivity
- Provides direct connections to 2 schools and a park
- Allows for an efficient and well-designed road pattern
- Avoids the requirement for an additional floodplain crossing
- Least impacts to the natural environment
- Lowest construction, operation, and maintenance costs

ALTERNATIVE ROAD ALIGNMENTS
STREET 6

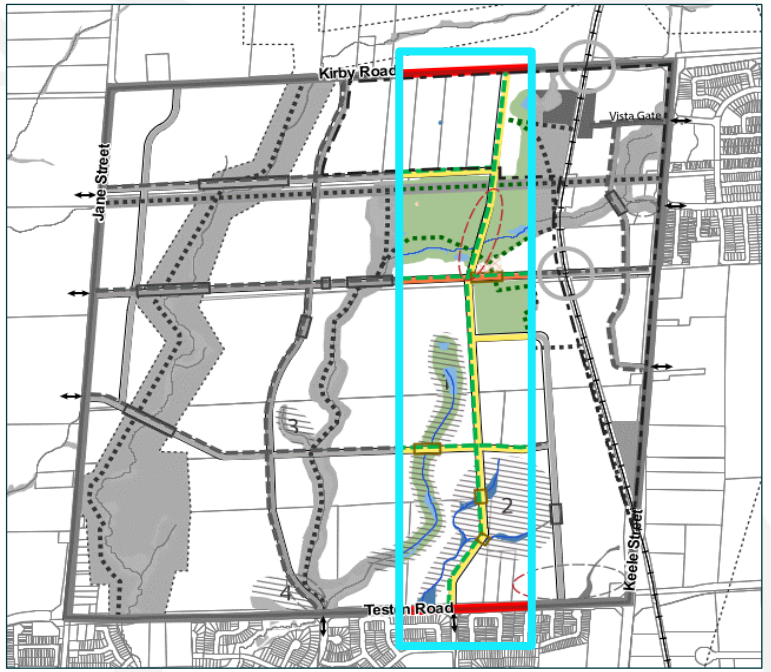
Alternative 6A



Alternative 6B



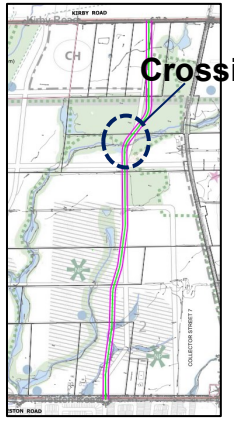
Key Map



Legend:

Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 6: ALTERNATIVE 6A



Criteria	6A	6B
Transportation		
Natural Environment		
Hydrogeology & Drainage		
Socio-Economic		
Cultural Heritage		
Cost & Constructability		
Overall Evaluation		

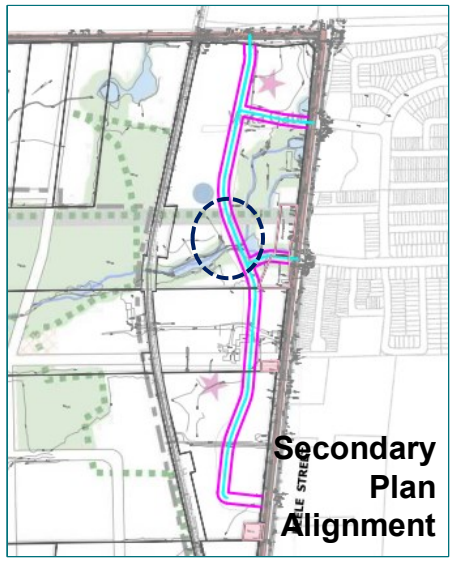
Alternative 6A is the preferred route for Street 6 for the following reasons:

- Provides the recommended distance between signalized intersection
- Brings road users closer to proposed Kirby GO station
- Provides a better level of service to proposed land-uses and urban design
- Least impacts to the significant woodlot (Note: a reduced cross-section will be implemented through the woodlot to minimize impacts)
- Impacts fewer trees with potential for species-at-risk bat roosting

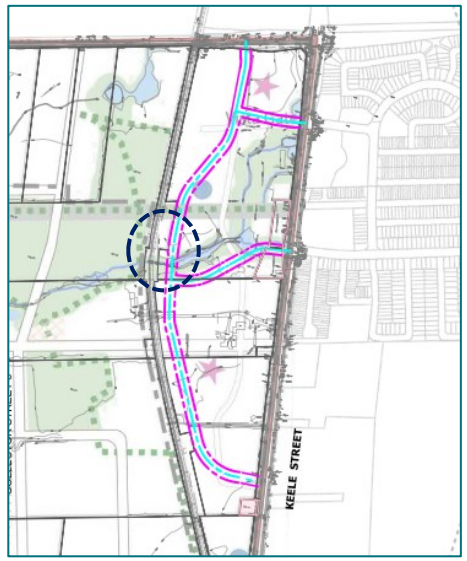
The Project Team is in correspondence with TRCA, MNRF, and Indigenous Nations on the Street 6 crossing through the woodlot

ALTERNATIVE ROAD ALIGNMENTS
STREET 8

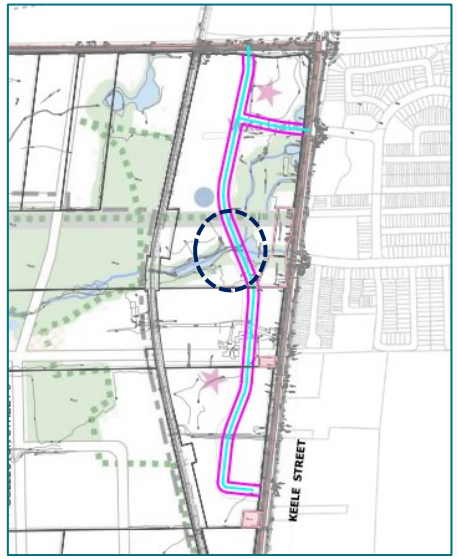
Alternative 8A



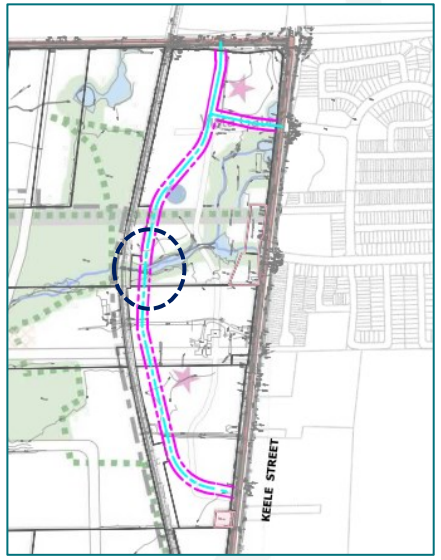
Alternative 8B



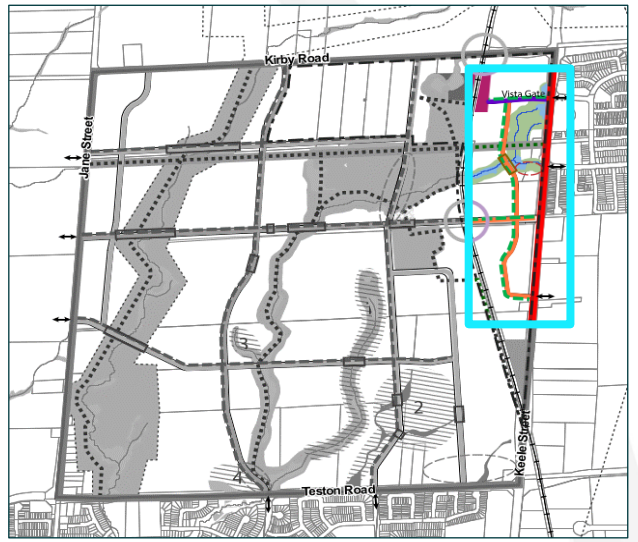
Alternative 8C



Alternative 8D



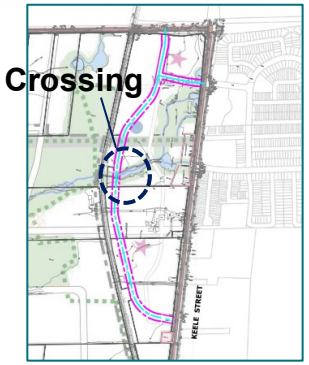
Key Map



Legend:

Crossing Required

PRELIMINARY PREFERRED ALIGNMENT
STREET 8: ALTERNATIVE 8D

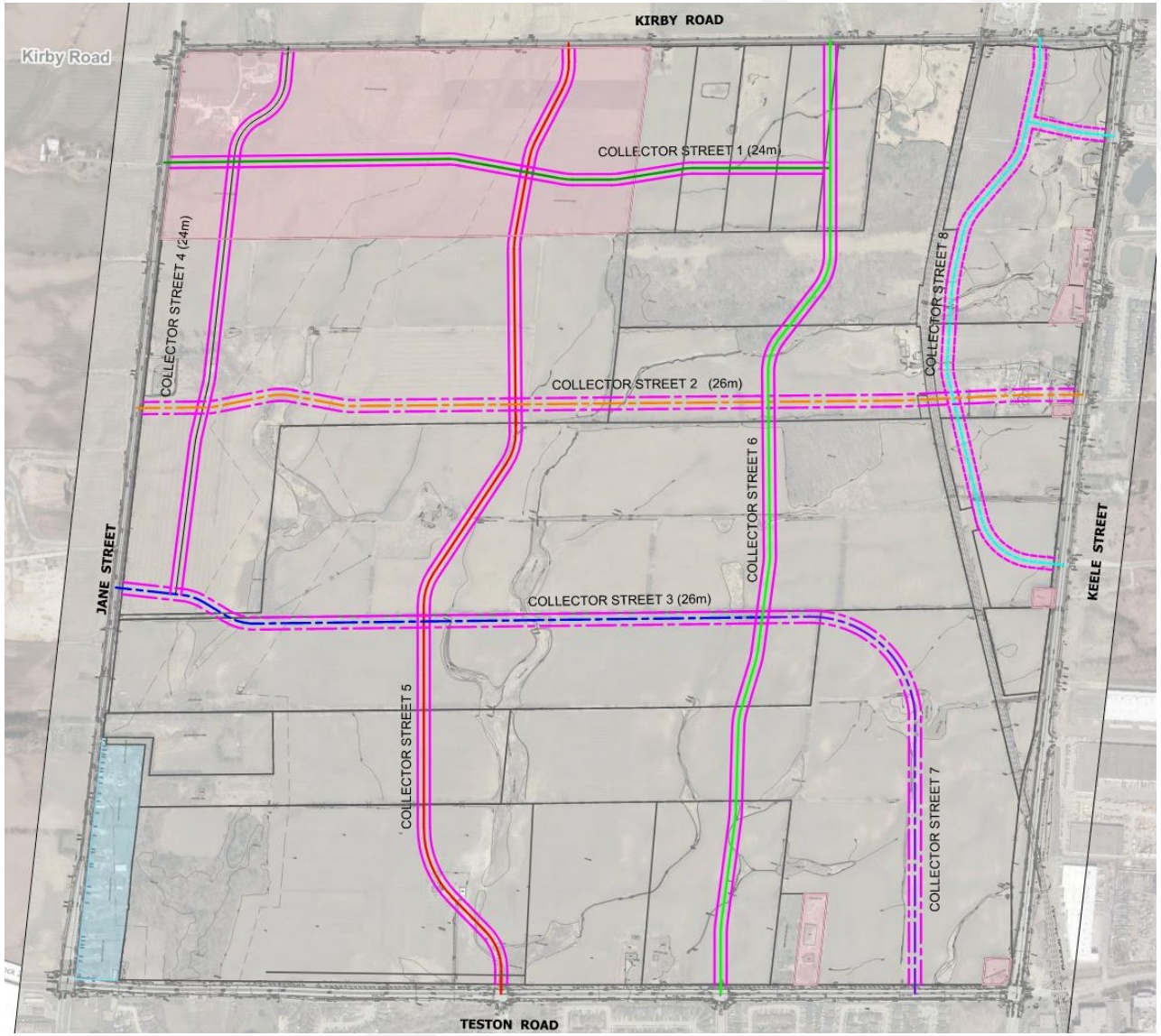


Criteria	8A	8B	8C	8D
Transportation	◔	◕	◑	◑
Natural Environment	◔	◔	◔	◑
Hydrogeology & Drainage	◑	◔	●	◕
Socio-Economic	◑	◑	◕	●
Cultural Heritage	◔	◑	◔	◕
Cost & Constructability	◑	◔	●	◕
Overall Evaluation	◔	◑	◑	◕

Alternative 8D is the preferred route for Street 8 for the following reasons:

- Minimizes natural environmental impacts, particularly the features that would be impacted by a road connection to Peak Point Blvd.
- Provides for better separation from Keele Street
- Accommodates driveways for properties north and south of Collector Street 2, avoiding driveways on Keele Street
- Avoids impacts to non-participating landowner properties
- Fewer direct impacts to cultural heritage resources

PRELIMINARY PREFERRED TRANSPORTATION NETWORK



LEGEND: NON–PARTICIPATING OWNERS | SMALL HOLDOUT PARCELS

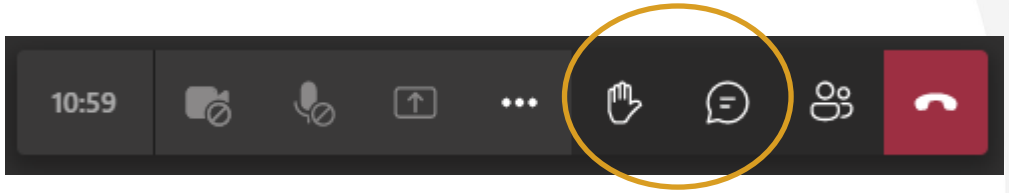
- COLLECTOR ST 1A
- MAJOR COLLECTOR ST 2B
- COLLECTOR ST 3B
- COLLECTOR ST 4A
- MAJOR COLLECTOR ST 5A
- COLLECTOR ST 6A
- COLLECTOR ST 7B
- MAJOR COLLECTOR ST 8C

DISCUSSION POINT #1

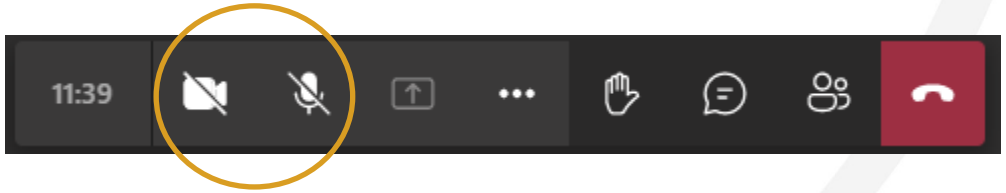
PREFERRED BLOCK 27 COLLECTOR ROAD NETWORK

REMINDER

Should you wish to ask a question or make a comment, **please raise your hand or use the chat function**.



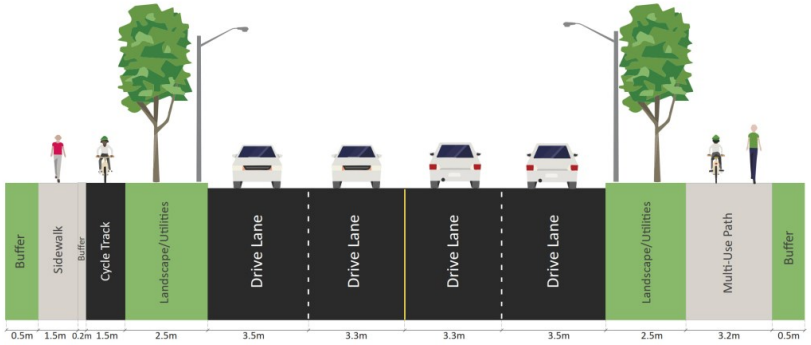
Once enabled you will need to unmute yourself to speak, please also feel free to turn your camera on while speaking.



CROSS SECTION ALTERNATIVES & EVALUATION

CROSS-SECTION ALTERNATIVES
MAJOR COLLECTOR ROADS (26 m)

Alternative MA-1

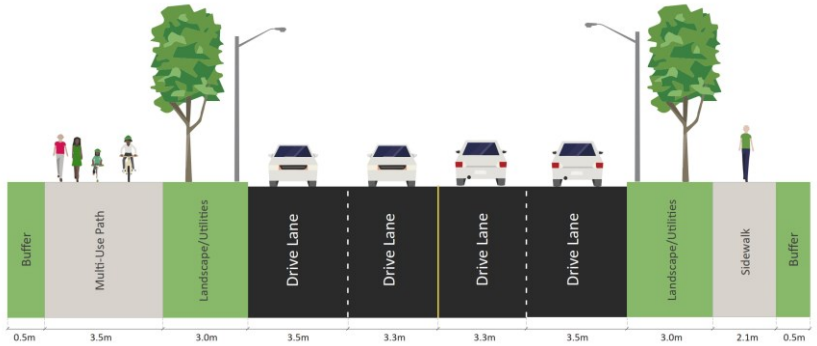


Side-by-Side Facilities or Multi-Use Paths*

- **Edge Buffers**: 0.5 m
- **Side-by-Side Facilities**:
  - **Sidewalk**: 1.5 m
  - **Buffer**: 0.2 m
  - **Cycle Track**: 1.5 m
- **Multi-Use Path**: 3.2 m
- **Landscape/Utilities**: 2.5 m
- **Drive Lane**: 3.5 m
- **Through Lane**: 3.3 m

***Note**: This alternative provides flexibility to implement multi-use paths or side-by-side facilities. Both are illustrated as an example)

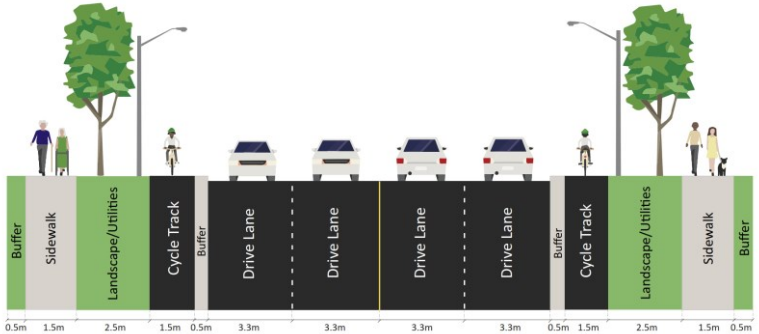
Alternative MA-2



Multi-Use Path & Sidewalk

- **Edge Buffers**: 0.5 m
- **Multi-Use Path**: 3.5 m
- **Sidewalk**: 2.1 m
- **Landscape/Utilities**: 3.0 m
- **Drive Lane**: 3.5 m
- **Through Lane**: 3.3 m

Alternative MA-3

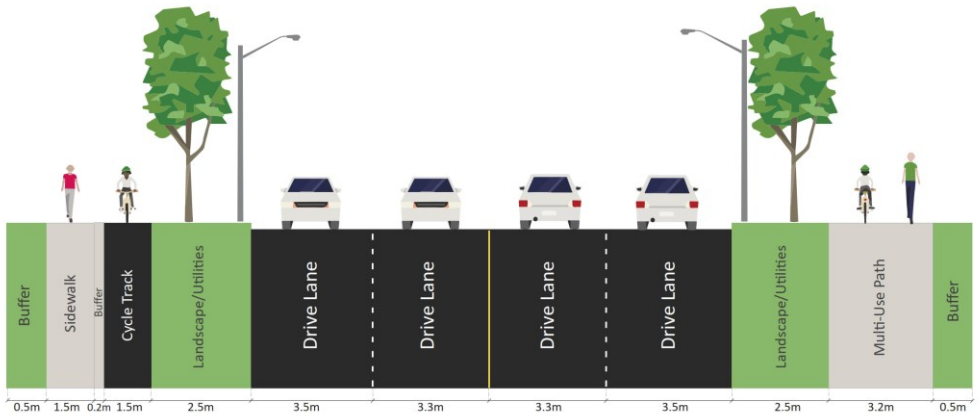


Separated Facilities

- **Edge Buffers**: 0.5 m
- **Sidewalk**: 1.5 m
- **Landscape/Utilities**: 2.5 m
- **Cycle Track**: 1.5 m
- **Buffer**: 0.5 m
- **Drive Lane**: 3.3 m
- **Through Lane**: 3.3 m

PRELIMINARY PREFERRED CROSS-SECTION MAJOR COLLECTOR ROADS| MA1: SEPARATED FACILITIES

Alternative MA1: Side-by-Side Facilities or Multi-Use Paths *



***Note**: This alternative provides flexibility to implement multi-use paths or side-by-side facilities. Both are illustrated as an example)

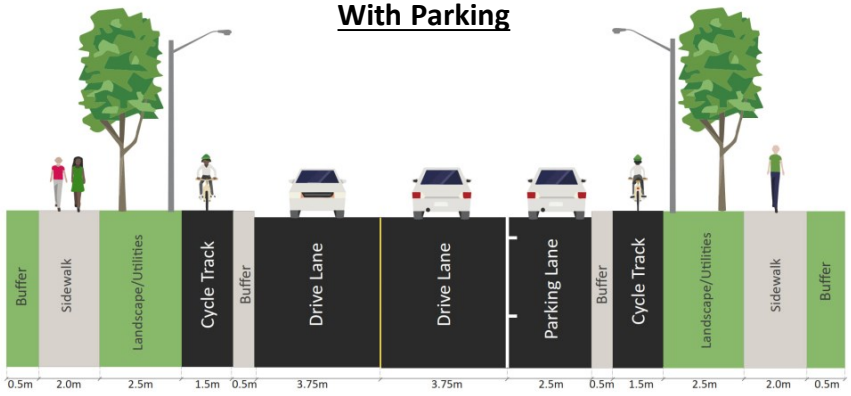
Side-by-Side Facilities or Multi-Use Paths (Alternative MA1) was selected as the preferred cross-sections for all Major Collector Roads for the following reasons:

- Complete street principles
- Conforms to City land-use policy objectives (active transportation and transit-supportive)
- Meet recommended facility widths per City Design Standards (2020) and AODA
- Provides wider facility widths and safer condition for surrounding land-uses (e.g., low-rise residential, low/mid-rise residential, mid-rise mixed-use, schools, KirbyGO Transit Hub)
- Road width accommodates transit vehicles
- Flexibility to connect with other cycle facilities on connecting roadways and proposed trails (e.g., Vaughan Super Trail)
- Active transportation facilities provided on both sides which provides convenient access to/from adjacent land-use

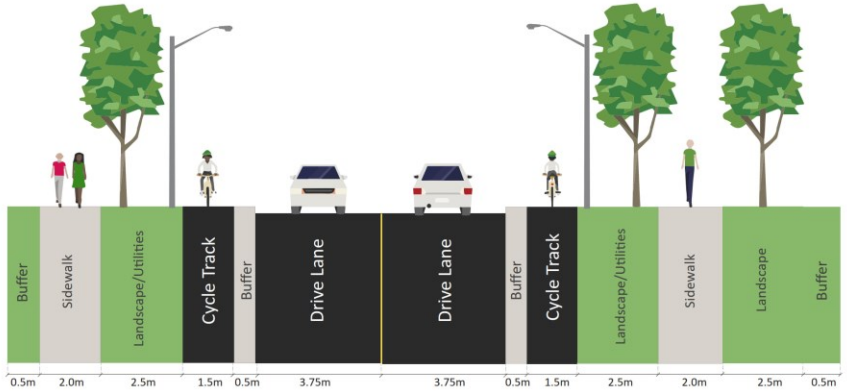
CROSS-SECTION ALTERNATIVES
MINOR COLLECTOR ROADS (24 m)

Alternative MI-1

With Parking

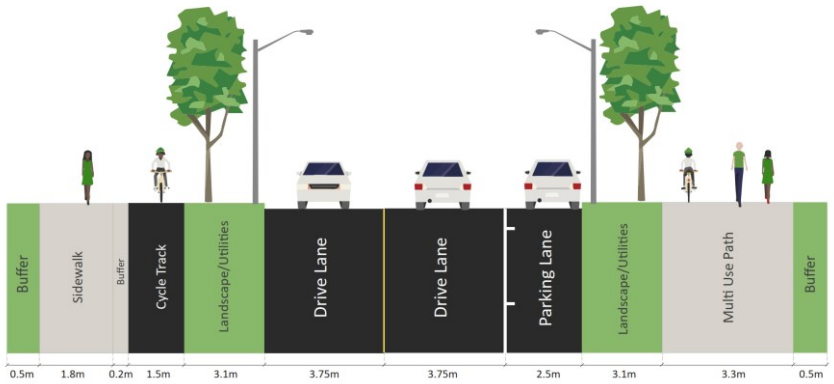


Without Parking

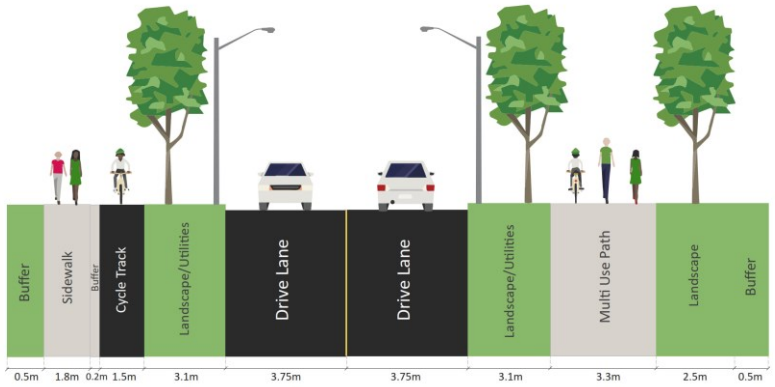


Alternative MI-2

With Parking



Without Parking



Separated Facilities

- **Edge Buffers**: 0.5 m
- **Sidewalk**: 2.0 m
- **Landscape/Utilities**: 2.5 m
- **Cycle Track**: 1.5 m
- **Buffer**: 0.5 m
- **Drive Lane**: 3.75 m
- **Parking Lane**: 2.5 m

No Parking Alternative:

- Parking Lane is converted to a 2.5 m Landscape Facility (one side)

Side-by-Side Facilities / Multi-Use Path

- **Edge Buffers**: 0.5 m
- **Side-by-Side Facilities**:
  - **Sidewalk**: 1.8 m
  - **Buffer**: 0.2 m
  - **Cycle Track**: 1.5 m
- **Multi-use Path**: 3.3 m
- **Landscape/Utilities**: 3.1 m
- **Drive Lane**: 3.75 m
- **Parking Lane**: 2.5 m

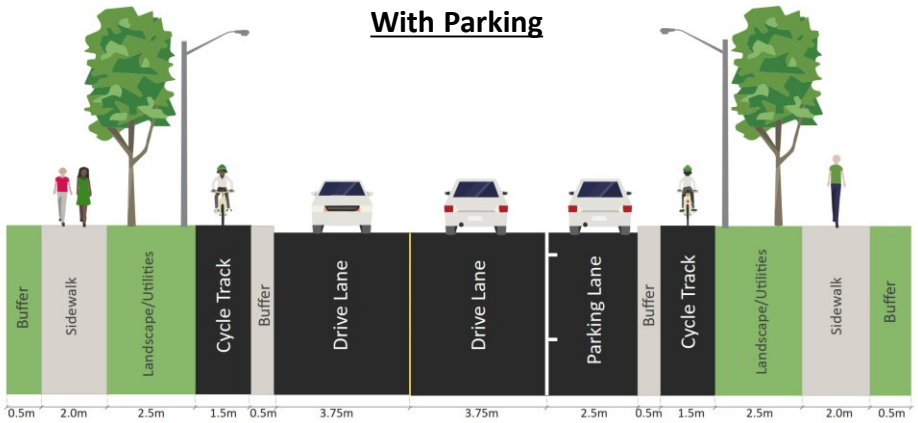
No Parking Alternative:

- Parking Lane is converted to a 2.5 m Landscape Facility (one side)

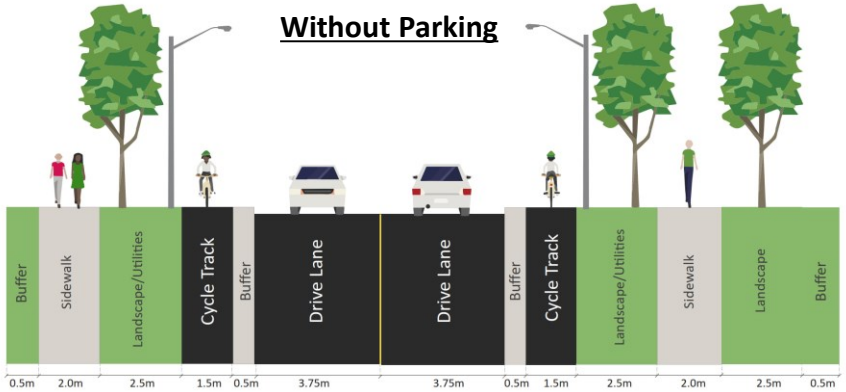
PRELIMINARY PREFERRED CROSS-SECTION
MINOR COLLECTOR ROADS | MI1: SEPARATED FACILITIES

Alternative MI1: Separated Facilities

With Parking



Without Parking

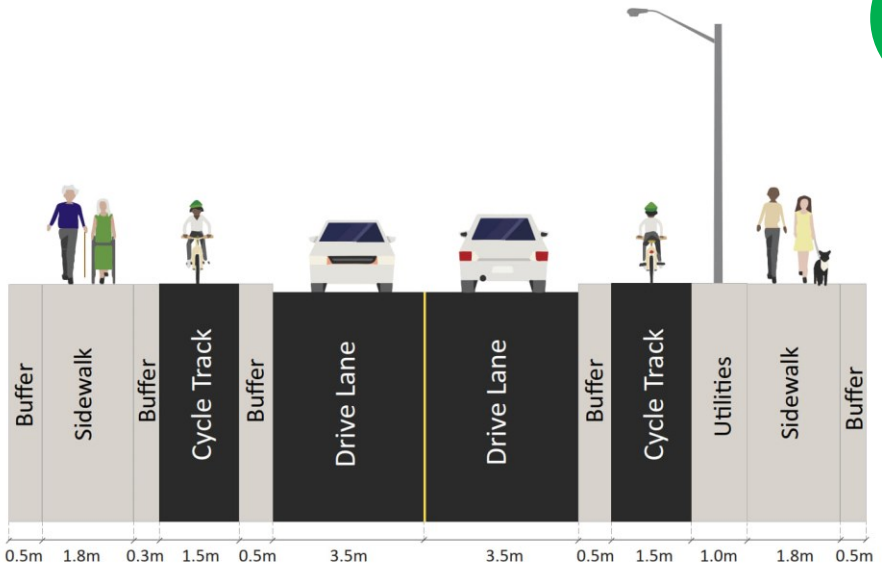


Separated Facilities (Alternative MI1) was selected as the preferred cross-section for all Minor Collector Roads for the following reasons:

- Complete street principles
- Conforms to City land-use policy objectives
- Meet recommended facility widths per in City Design Standards (2020) and AODA
- Provides safer conditions for surrounding land-uses (e.g., low/mid-rise residential, mid-rise mixed-use, community hub)
- Separated pedestrian and cycling facilities which minimizes risk for collisions
- Flexibility to connect with other cycle facilities on connecting roadways and proposed trails (e.g., Vaughan Super Trail)
- Active transportation facilities on both sides of the road which provides convenient access to/from adjacent land-uses
- City of Vaughan prefers the implementation of uni-directional cycle tracks across the City

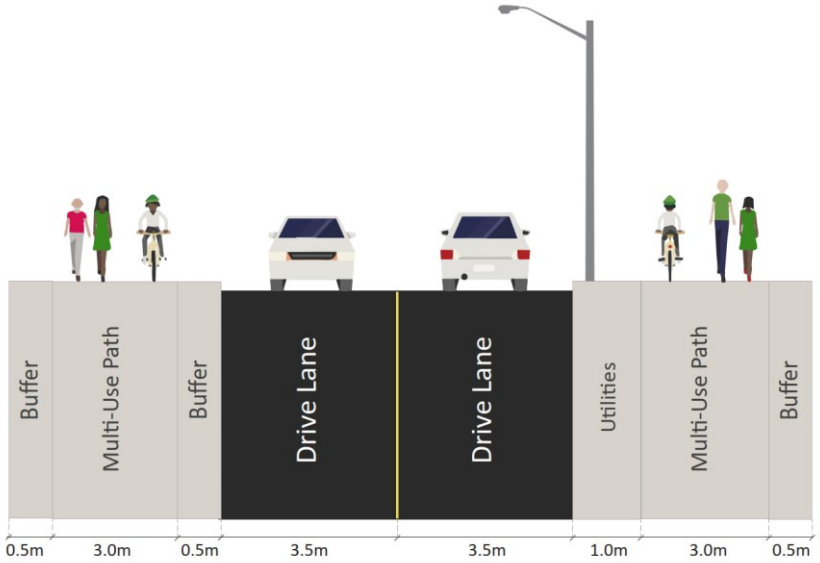
STREET 6
REDUCED CROSS-SECTIONS THROUGH THE WOODLOT

Option 1: Separated Facilities (16.9 m)



- **Edge Buffers**: 0.5 m
- **Sidewalk**: 1.5
- **Buffer between AT Facilities**: 0.3 m
- **Cycle Track**: 1.5 m
- **Buffer**: 0.5 m
- **Drive Lane**: 3.5 m
- **Utilities Corridor:** 1.0 m

Option 2: Multi-Use Path (15.5 m)

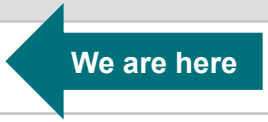


- **Edge Buffers**: 0.5 m
- **Multi-Use Path**: 3.0 m
- **Buffer**: 0.5 m
- **Drive Lane**: 3.5 m
- **Utilities Corridor:** 1.0 m

NEXT STEPS

PROJECT SCHEDULE

On-Going Stakeholder Engagement

Task	Timing
Notice of Study Commencement	January 2022
Review MCEA Phases 1 & 2	Fall 2021/Winter 2022
Identify Alternative Road Alignments and Design Concepts	Fall 2021/Winter 2022
Identify Preliminary Preferred Alternative Road Alignments and Cross-Sections	Summer/Fall 2022
Hold Public Information Session 	November 16, 2022
Finalize Preliminary Preferred Alternative Road Alignments and Cross-Sections	Fall 2022/Winter 2023
Develop 10-30% Detail Design Plans (10% for Roads, 30% for Crossings)	Fall 2022/Winter 2023
File ESR for 30-day Review Period	Winter 2023

Note: Meetings with agencies & Indigenous Nations are being undertaken on an as needed basis throughout the study (e.g., Curve Lake First Nation, Mississaugas of the Credit First Nation, Regional Municipality of York, Toronto and Region Conservation Authority, Ministry of Natural Resources and Forestry, TC Energy, Metrolinx, adjacent EA studies and Block Planning, etc.)

Q&A SESSION

PROJECT TEAM CONTACT INFORMATION

Please provide comments to the Project Team by emailing Block27EA@vaughan.ca by **Wednesday, November 30, 2022**

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For further information about this Study, including ongoing updates, please visit the study website: vaughan.ca/Block27EA